



# TIMETABLE NO. 11

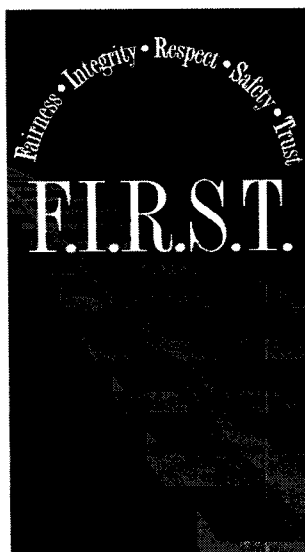
IN EFFECT AT 0001  
CONTINENTAL MOUNTAIN TIME

SUNDAY  
JUNE 2, 2002

John L. Grewell  
VICE PRESIDENT OF OPERATIONS

Michael R. Lemm  
SUPERINTENDENT

Donald R. Smith  
DIRECTOR OF TRANSPORTATION



## Our Mission

We will provide transportation services resulting in long-term growth and prosperity for our company, customers and employees.



# WE WILL NOT COMPROMISE

## *Each of us must :*

- ◆ **Commit** to believing we can run our railroad without injuring our employees.
- ◆ **Believe** that injuries are not acceptable and all injuries are preventable.
- ◆ **Accept** the responsibility for the safety of our employees. Likewise, each employee must accept the responsibility and accountability for their own safety and the safety of their colleagues.
- ◆ **Expect, Encourage, and Allow** employees to take charge and take control. If an employee thinks it's not safe, it's not safe!
- ◆ **Believe** the safe accomplishment of a task is more important than the task itself.
- ◆ **Recognize** when a job is done well and done safely.
- ◆ **Know** our people and work with those whom are prone to injury.
- ◆ **Understand** the direct relationship between housekeeping, facility appeal and attitude toward safety.
- ◆ **Prepare** our employees by demonstrating commitment, mentoring, interviewing, counseling, teaching, listening, training, equipping, auditing, supporting, empowering, reinforcing, caring...
- ◆ **Work safely**, as this is a condition of employment.



***If You Think It's Not Safe, Don't Do It!***

**MONTANA RAIL LINK****LAUREL**

Benson, T.L.	Roadmaster
Gabrian, J.L.	Superintendent Car Operations/Hazmat Technician
Kautzman, K.A.	Trainmaster/Roadforeman
Lair, J.A.	Mechanical Foreman/Haz-mat Technician
Lemm, M.R.	Superintendent
Strending, R.L.	Trainmaster
VanOrden, T.G.	Trainmaster
Waddell, G.E.	Terminal Superintendent
Wegh, R.W.	General Mechanical Foreman

**LIVINGSTON**

Albrecht, K.J.	General Mechanical Foreman
Loeffler, G.M.	Signal & Communications Supervisor

**HELENA**

Cornish, W.J.	Roadmaster
Elsenpeter, P.A.	Assistant General Mechanical Foreman/Haz-mat Technician
Erickson, B.R.	Trainmaster/ Haz-mat Technician
Storseth, P.L.	Roadforeman

**MISSOULA**

Babbitt, J.R.	Roadmaster
Bennett, D.W.	Bridge & Building Supervisor
Cantu, O.P.	General Roadmaster
Cook, D.W.	Director of Structures
Eggleston, S.E.	Mechanical Foreman/Haz-mat Technician
Grewell, J.L.	Vice President Operations
Griffin, J.S.	Director of Signal & Communications
Gustin, R.A.	Assistant Chief Engineer
Hagemo, G.T.	Director, Training, Rules, & Safety
Keller, R.L.	Chief Engineer
Lawrenson, L.G.	Chief of Security
Raber, D.J.	General Mechanical Foreman/Haz-mat Technician
Richardson, J.R.	Chief Mechanical Officer
Scalise, W.R.	Signal & Communications Supervisor
Smith, D.R.	Director of Transportation
Smith, M.S.	Trainmaster
Swanson, D.S.	Trainmaster/Roadforeman

**PLAINS**

Hood, J.R.	Roadmaster
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**- INSERT-ALL SUBDIVISION SPECIAL INSTRUCTIONS SUPPLEMENT  
SIGNAL ASPECTS AND INDICATIONS - JUNE 2, 2002**

**- RETAIN THIS SUPPLEMENT FOR USE WITH FUTURE TIMETABLE SPECIAL INSTRUCTIONS**

**"Safety Assures Future Excellence"**

**ALL SUBDIVISIONS**

**1. SPEED RESTRICTIONS:**

All speeds are subject to modifications by speed restrictions indicated under Individual Subdivision Special Instructions.

**MAXIMUM SPEED PERMITTED**

Trains up to 100 TOB .....	60 MPH
Trains 100 TOB and over .....	45 MPH
Key Trains .....	50 MPH
Key Trains on other than main track .....	10 MPH
Designated Gasoline Trains .....	50 MPH
Light locomotive consist or caboose hop .....	50 MPH
Loaded unit trains .....	45 MPH
Empty unit trains .....	50 MPH
Solid military equipment train, loads or empties .....	55 MPH
On tracks other than main tracks, including sidings, unless otherwise specified .....	10 MPH
Within Mechanical Department Limits .....	5 MPH

**TEMPERATURE SPEED RESTRICTIONS:**

When the ambient temperature is greater than 90 degrees Fahrenheit the maximum speed of all trains must not exceed 45 MPH.

When the ambient temperature is minus 10 degrees Fahrenheit or colder the maximum speed of all trains must not exceed 50 MPH.

Thermometer readings and failed equipment detector transmissions will be used to determine outside temperatures.

**EQUIPMENT SPEED RESTRICTIONS:**

	<b>MAIN LINE</b>	<b>BRANCH LINE</b>
FB Bulkhead flat cars, (empty) .....	45 MPH	45 MPH
Flat cars, (empty) NP 580400 - 580739 .....	45 MPH	45 MPH
FC6 Flat cars, (loaded or empty) OTTX 90000 - 97955 .....	45 MPH	45 MPH
FL Log flats, (empty) .....	45 MPH	45 MPH
H1 Ore cars, (loaded) .....	45 MPH	20 MPH
H1 Ore cars, (empty) .....	50 MPH	20 MPH
Exceptions: BN 98000 - 98150, BN 99000 - 99949, BN 551000 - 551500 and BNSF 601090 - 601189		
Gondola cars, (empty) .....	50 MPH	50 MPH
Exceptions: EJE 4000-4999, CR 576026-579245 and KCS 801011-802930 .....	45 MPH	45 MPH
Gondola cars, (loaded or empty) PC 598500 - 598999, CR 598500 - 598990 and SP 345000 - 345699 .....	45 MPH	45 MPH
Clay cars, RARW 3801 - 4199 .....	45 MPH	45 MPH
Air dumps (loaded) .....	45 MPH	25 MPH
Air dumps (empty) .....	45 MPH	45 MPH
Locomotive crane, Jordan spreader, pile drivers .....	30 MPH	25 MPH
Exceptions: MRL100502-100503		
Wrecking derrick .....	35 MPH	25 MPH
Maintenance of Way Kershaw, P811, Loram and Plasser Machines, moving on their own wheels in trains .....	45 MPH	45 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH
Ribbon rail cars (empty) .....	45 MPH	45 MPH
Scale test cars except BN 979019 - 979024 and BN 979026 - 979036 .....	35 MPH	35 MPH

**CONTROL OF HARMONIC ROCKING:**

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars.

Where specified by Individual Subdivision Special Instructions, the following restrictions apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

## 2. LOCOMOTIVE RESTRICTIONS:

The number of powered axles in a locomotive consist, including helpers, must not exceed 36 for either power or dynamic brake operation.

Locomotives coupled together in multiple-unit (MU) configurations must be limited to 12 locomotives.

MRL 607 and 608 cannot be operated in multiple behind any unit equipped with dynamic brakes as severe electrical damage will result. MRL 607 and 608 can be operated leading in any consist, but the dynamic brakes on all trailing locomotives will be inoperative.

## FUEL CONSERVATION:

Fuel must be conserved whenever possible.

All MRL locomotives in any consist not needed for the required HPT must be isolated.

Locomotives moving in light consists must isolate the maximum number of locomotives, complying with haul-in-tow restrictions.

### Hotstart System

To conserve fuel, the Hotstart System enables locomotives to be shut down when not being used.

The following procedure is to be used when activating and de-activating the Hotstart System.

#### To Activate:

- Shut down locomotive(s)
- Turn off lighting and local control circuit breakers.
- Open both main reservoir blow-down valves.
- Ensure disconnects to the Hotstart plug-in cables are open (turned off).
- Plug in the Hotstart System.
  - Note:** Hotstart receptacles are accessed by lifting the MU type cover, located on the rear carbody (GP35's) and on the nose (GP9s) formerly occupied by the class lights, and passing the cable through this opening.
- Turn on the disconnect switch for the Hotstart plug-in cable.
- Ensure cable is plugged into the Hotstart System before energizing.
- Return to the Hotstart System and turn on the Oil System and Cooling System switches.
  - Verify that both motors are running.

The Hotstart System is now in operation.

**Note:** In the event both motors do not start, the Hotstart System must be disconnected and the locomotive restarted. Notify dispatcher or supervisor.

#### To De-activate:

- Turn off the disconnect switch that feeds the Hotstart plug-in cable.
- Turn off the Cooling System and Oil System switches on the Hotstart.
- Unplug the Hotstart System and return plug-in cable to its hanger.
- Return main reservoir blow-down valves to automatic position.
- Turn on local control and lighting circuit breakers.
- Start locomotive in the normal manner.
  - Note:** If the locomotive is shut down for more than 24 hours, the engine must be prelubed before shutting down the Hotstart System. Instructions for this procedure are located on the inside of the door that accesses the locomotive starting switch.

**HAULED-IN-TOW:**

A hauled-in-tow locomotive is any locomotive without the MU air hoses (Main Reservoir and Actuate) being coupled for control by the controlling locomotive.

The number of locomotives hauled-in-tow, regardless of placement in train, must not exceed two times the number of locomotives coupled for MU operation. (Example: if two locomotives are coupled for MU operation, there must not be more than four locomotives hauled-in-tow.)

Locomotives not MU coupled to the head end or helper consist (hauled in tow), must have the Dead Engine feature cut in, and if possible be placed not more than 15 cars behind the head end consist to ensure the brakes release. If other placement is required, release of the brakes must be ensured.

**ALIGNMENT CONTROL COUPLERS OR BOLSTER STOPS:**

Locomotives not equipped with alignment control couplers or bolster stops must be handled in the following manner.

**Exception:** These instructions do not apply on MRL 1st Subdivision between Laurel and Billings.

Trains consisting of 15 cars or less - No placement restrictions.

Trains of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are more than 18 powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow, they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

The following MRL locomotives are not equipped with alignment control couplers or bolster stops:  
MRL 12 thru 18, MRL 51 - 52, MRL 120.

**3. MANNED HELPER OPERATIONS:**

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops, except a single non-equipped locomotive may be used when placed between locomotives which are so equipped.

When helpers are added to the head end consist, the head end device (Mary) must be on the controlling or lead unit.

When helpers are added to the rear of a train, a buffer of at least one car is required between the helper and any single level flat car weighing less than 50 tons, except bulkheads, center beams and multiple platform cars with rear platform loaded. Bulkheads must exceed 3 feet high.

The following equipment must not be placed immediately ahead of any helper:

- a. Cars designated as "rear end only"
- b. 2-axle scale test cars
- c. 2-axle front-runner cars (TTOX car kind QA and TTFX car kind QDE)
- d. Any caboose

**Unless Individual Subdivision Special Instructions specify otherwise,** the following placement restrictions apply to helper operations:

- a. **Helpers of 6 powered axles or less** - May be operated at the rear of a train without any long car restrictions on any subdivision.
- b. **Helpers of 8 to 12 powered axles** - May be operated at the rear of a train as outlined in Individual Subdivision Special Instructions
- c. **Helpers exceeding 12 powered axles** must be cut into the train, unless otherwise specified by Individual Subdivision Special Instructions. Tonnage should be divided between the head end and helper consists in proportion to their ratings.

**NOT MORE THAN 24 POWERED AXLES CAN BE USED IN HELPER SERVICE EXCEPT WHERE SPECIFIED BY INDIVIDUAL SUBDIVISION SPECIAL INSTRUCTIONS.**

- d. **When a helper consist is added to the head end of a train,** both the road and helper units must be added together in calculating total powered axles, and will then be considered as a single consist.

e. **Not more than 24 powered axles** can be used in a head end consist when helpers are cut into train, except:

- Not more than 30 powered axles can be used in the head end consist of unit grain trains when helpers are being used.
- Not more than 36 powered axles can be used in the head end consist of coal trains, coke trains, or other unit trains consisting entirely of Grade "E" steel couplers, when helpers are being used.

f. **For purposes of helpers shoving on buffers as required by Individual Subdivision Special Instructions**, F18 cars showing as long cars on train profile will be considered less than 80 feet long.

#### 4. RESTRICTIONS ON CARS AND EQUIPMENT:

A car or piece of equipment may be listed under more than one restriction category.

##### Head end only:

The following equipment must be placed next behind locomotives on the head end of trains, except as instructed by the employee in charge when such equipment is used in local or work train service:

Boeing Cars - Except when necessary to comply with Individual Subdivision long car restrictions and train makeup restrictions.

MRL 100256 and idlers (Wrecking Derrick)

MRL 100502 and 100503 (Jimbo Material Handlers)

MRL 100050 (Training Car)

##### Rear end only:

The following equipment must be placed next ahead of caboose, or at rear of cabooseless trains, except in local or work train service or when otherwise provided by proper authority:

"Rear end only" car(s)

Empty ribbon rail car(s)

Rotary snowplows

Jordan spreaders

Wedge plows, dozers

Outfit cars, except univans and MRL 100050

Retired passenger equipment, except 104

Maintenance of Way Kershaw, P811, Loram, and Plasser machines moving on their own wheels in trains.

Scale test cars except BN 979019 - 979024 and BN 979026- 979036.

Except: Scale test cars not equipped with air brakes must be placed next ahead of the caboose, or next ahead of the last car in cabooseless trains.

Locomotive Cranes

Pile Drivers

MRL Remote Control caboose(s) when being transported in a train.

#### YARD/SWITCHING OPERATIONS:

Following cars must not be humped, cut-off in motion, used in switching movements, or struck by any car moving under its own momentum:

MRL 3, 4, and 5

MRL 100050, 100502, and 100503

Boeing cars

Maintenance of Way tool cars, locomotive cranes, idlers and equipment cars

Passenger or Outfit cars

Following cars must not be humped or cut off while in motion unless there is someone controlling the movement of the cars by use of the handbrake. Cars must not be coupled with more force than necessary to make the coupling, not exceeding 2 mph:

Multi-platform or stack cars

Loaded auto racks

Maintenance of Way Kershaw, P811, Loram, and Plasser Machines moving coupled with Maintenance of Way tool cars must remain coupled.



Hand brakes on the following cars must not be used to control movement and must be applied from a ground position while car is standing:

DODX 40000 - 40100

When multi-platform or stack cars have two or more consecutive empty platforms, switching movements must be made with no more than 12 powered axles.

**TRAIN OPERATIONS:**

When pile drivers, cranes, derricks, or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable be headed in the direction train is moving and wings must be property secured.

**Designated Gas Train:**

Loaded or empty, operating on Montana Rail Link will be governed by "Operating Restrictions for Key Trains" as outlined in Hazardous Material Instructions.

**Restrictions:****Trough Cars - BN 552000 through BN 552022 (13 section articulated coal cars, 278 ft. long)**

Speed Restrictions-None (unless there are restrictions on Individual Subdivisions based on gross weight of car).

**Tons per Operative Brake:**

- when empty, less than 100 TOB
- when loaded, 100 TOB or more

**Switching Restrictions:**

Trough cars must not be cut off in motion or struck by any car moving under its own momentum.

**Coupling Speed Restrictions:**

Due to unique design and experimental nature of this equipment, when coupling to or coupling with loaded Trough Cars, maximum speed must not exceed 2 MPH. To comply with this speed, when coupling to or coupling with loaded Trough Cars, stop movement 10 to 20 feet short of a coupling, then proceed to couple cars.

**Hand Brakes (there are four hand brakes per trough car):**

- All four hand brakes are accessible only from the left side of the trough car.
- Operate hand brake only when car is stopped. Do not attempt to apply hand brake while car is moving.
- When hand brake is required, apply all four hand brakes on a car.
- When applying hand brakes because of grades, use the same required percentage of cars, rounded upward to the next whole car.

For example: if there are 22 trough cars in a train, and the requirement is 10% of cars need hand brakes applied, then the requirement for hand brakes is 2.2 cars, rounded upward to 3 whole cars, so apply all four hand brakes on 3 trough cars.

**Air Cut-Out Cocks (there are three air cut-out cocks per trough car):**

- All three air cut-out cocks are accessible only from left side of the trough car.
- Each air cut-out cock controls four trucks-two on each side of the control.
- To cut out air, pull up on rod end and pull out away from car-directions are on a decal above the air cut-out cock.

**Dump Door Line Air Hoses:**

- The dump door line air hoses must be coupled between all trough cars, and must be coupled above train line air hoses.
- At front of train and rear of train, dump line air hoses must be secured so as not to drag on ground.
- Connect dump door line air hoses to locomotives only when at unloading facility or when near unloading facility shortly before unloading.

**CAR WEIGHT AND LENGTH RESTRICTIONS, AND CAR WEIGHT CATEGORIES:**

## Cars Weighing:

- a. 89 tons or less must be at least 35 feet long.
- b. 89.01 to 110 tons must be at least 38 feet long.
- c. 110.01 to 134 tons must be at least 44 feet long.
- d. 134.01 to 143 tons must be at least 52 feet long.
- e. 110 ton ore cars must be at least 24 feet long. (BN 95500 - 95891, BN 96044 - 96085)
- f. 110.01 to 134 ton ore cars must be at least 35 feet long. (BN 99000 - 99949)

**Note:** Ballast cars, MRL 110001 - 110047 and MRL 110085 - 110099 and air dump cars MRL 100990-100996 are exempt from restrictions **a** through **f**.

Actual car weight may exceed the maximums by up to 1 ton, due to weighing tolerances.

Weights indicated represent the maximum gross weight of a 4 axle car. Length of cars is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c**, and **d** are permitted on all main tracks, unless otherwise specified in Individual Subdivision Special Instructions.

Cars that are heavier than these restrictions, or shorter than the minimum length specified for their weight class, are not permitted without authority of the Roadmaster.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c**, and **d**.

## Car Restrictions:

When "single car movements" apply to the movement of cars weighing over 143 tons and up to 157.5 tons, the car shall be separated from the locomotive and from other cars weighing more than 143 tons by at least one car weighing no greater than 143 tons.

One train may contain up to ten cars weighing over 143 tons and up to 157.5 tons with separation meeting the single car movement definition noted above.

Indicated weight limits are applicable to either single car or multiple car movements except for:

- "143X," which denotes that 143 tons are permitted for multiple car movements but weights over 143 tons and up to 157.5 tons can be accepted for single car movements.
- "NP," which denotes that this type of car is not permitted without special authorization.

**HANDLING LONG CARS COUPLED TO SHORT CARS:**

During either throttling or braking, trailing tonnage may cause lateral force sufficient to cause a derailment, when cars 80 feet or longer are coupled to cars 45 feet or shorter, and the grade and track curvature exceed certain limitations. To avoid creating such conditions, trains greater than 8000 trailing tons must handle empty cars 80 feet or longer coupled to cars 45 feet or shorter in the rear 8000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be arranged so that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

The tonnage distribution profile chart on the bottom of the wheel report designates cars 45 feet or shorter with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Instructions pertaining to handling long cars coupled to short cars do not apply to multi-platform or stack cars.

**HANDLING 80 FEET AND LONGER CARS:**

In applying long car restrictions, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

- Cars weighing less than 50 tons, gross weight.
- Flat cars containing one trailer or one container

F18 cars showing as long cars on train profile will be considered less than 80 feet long.

Other long car restrictions are listed under Individual Subdivision Special Instructions.

**MULTI-PLATFORM AND STACK INTERMODAL CARS:**

These cars are authorized for movement on tracks with weight limit of 88.5 tons or more.

When multi-platform or stack cars have two or more consecutive empty platforms, they must be placed in the rear 4000 trailing tons.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind multi-platform or stack cars with two or more empty platforms.

Following multi-platform equipment must be handled in the trailing 3000 tons of a train:

- Empty front-runner, two axle cars (TTOX, car kind QA) and empty units multi-platform two axle cars (TTAX car kind QDE).
- Solid draw bar connected "twin flat" cars (car kind QB, QD, AND QL).

Multi-platform cars can have different size wheels at different locations on the car. When reporting the wheel size of this equipment, indicate the size of the specific wheel involved.

**Multiplatform Equipment-All Types and Single Unit Intermodal Equipment TOB/Car Count**

TSS Car Kind Codes	Car Description	Units or Segments	Maximum Car Length	Axle Count	Control Valves and/or Car Count	Trailers=T Containers=C Either=T/C
<b>Articulated cars</b>						
QY	Doublestack	5	308 ft.	12	3	C
QV	Doublestack	3	190 ft.	8	2	T/C
QM	Spine Car	3	189 ft.	8	2	T/C
QC	Spine Car	3	189 ft.	8	2	T
QO	Spine Car	5	291 ft.	12	3	T/C
Q5	Spine Car	5	291 ft.	12	3	C
QE	Spine Car	5	291 ft.	12	3	T
FM	Twin Flat	2	88 ft.	6	2	C
M3F	Automax	2	144 ft.	6	2	
CSX	Superhopper	5	167 ft.	12	3	
HT	Trough Car	13	279 ft.	26	3/6#	
<b>Non-Articulated Cars*</b>						
QW	Doublestack	3	215 ft.	12	3	T/C
QX	Doublestack	4	286 ft.	16	4	T/C
QT	Doublestack	5	359 ft.	20	5	C
QB	Twin Flats	2	186 ft.	8	2	T
QD						
QL	Twin Flat	2	186 ft.	8	2	T/C
QDE	Front-Runner	4	188 ft.	8	4	T
<b>Single Unit Intermodal Cars</b>						
QU	Doublestack	1	72 ft.	4	1	T/C
QA	Front-Runner	1	51 ft.	2	1	T
QK	Doublestack	1	72 ft.	4	1	T/C

# For TOB calculation purposes, trough cars are counted as 6 cars each divided by total weight of the car. Refer to Special Instructions, "Trough Cars" for additional information on handling this equipment.

Note: Multiplatform (articulated or non-articulated) intermodal equipment (other than coal multiplatform equipment) is identified with an initial and number and its individual units identified by a letter designation. Individual units of multiplatform solid drawbar-connected (non-articulated) coal equipment are identified as individual cars with a unique initial/number for each unit. Not all conventional intermodal equipment is listed in the table.

**Car Kind Codes**

Car kind codes are usually 3 characters. On cars shown in the table, only the first two characters are required to identify car type, with the exception of CSX, M3F and QDE.

**Definitions of Multiple-Unit Equipment**

*Articulated* - Refers to cars with multiple units (segments) that are connected with articulated couplings that share a common truck.

*Non-Articulated* - Refers to cars with multiple units (segments) that are connected with solid drawbars. Each unit is a stand-alone unit and does not share a common truck with another unit.

**Tons Per Operative Brake (TOB)**

Tons per operative brake on cars above are determined by dividing the number of control valves/car count into the weight of the car.

**5. DIMENSIONAL AND SPECIAL SHIPMENT RESTRICTIONS:**

All employees involved in handling dimensional or special shipments must be familiar with and are governed by these instructions:

- a. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message or by track bulletin.
- b. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty must obtain permission from the train dispatcher. When yard supervisors are notified of expected arrival of wide cars, precautions must be taken to safeguard employees and equipment in yard.
- c. Before a dimensional shipment is picked up on line, crew members must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, crew must notify train dispatcher as soon as possible.
- d. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.
- e. Train with dimensional shipment must not meet or be passed by a train unless authorized by the train dispatcher or proper safeguards taken.
- f. Employees are prohibited from riding excessive dimension cars.
- g. Train crews, handling dimensional and/or oversize car or special shipment car(s) approaching locations in CTC or double track territory where these car(s) are restricted, should communicate with the train dispatcher and jointly determine if a meet or pass of any other equipment at the restricted location(s) can be accomplished safely.
- h. When a car on a train list has the "HL" Car Code and no clearance wire is received, contact a proper authority and obtain a clearance wire for the car. If unable to obtain clearance wire, the car must be set out.  
**Exception** - Autoveyors (car kind M3E and M3F) may operate over Main Line Subdivisions without a clearance wire even if the car has "HL" code on the train list.  
**Exception** - MRL 100502 and MRL 100503, Jimbo Material Handlers, appear on wheel reports as restricted account Dimensional and Special Shipments Restrictions. These cars may move with no dimensional restrictions.
- i. To provide for close observation enroute, any Boeing cars (with contents ACFTEQ on the train list) will be blocked together on the head end of the train next to the locomotive consist. Any other dimensional shipments must be blocked together on the head end behind any Boeing cars. Only 10 dimensional Boeing loads (contents ACFTEQ) may be placed in a train.  
**Exception** - Dimensional shipments, including idler cars, must be placed in compliance with minimum weight requirements and long car restrictions outlined in train make up rules and Individual Subdivision Special Instructions. However, after these train make up restrictions are met, dimensional shipments must then be as close to the lead locomotive consist as possible.

Trains received from foreign railroads not in compliance with the instructions above may proceed to the next terminal. Notify the train dispatcher of the train placement error.

In the application above, FTTX flat cars and autoveyors (car kind M3E and M3F) are not considered dimensional shipments.

- j. When a dimensional message indicates: "Stop, Proceed on Hand Signals" the following will apply:
  - Stop the train before entering the restriction.
  - Check the dimensional load for shifted contents.
  - Crew must observe both sides of the dimensional shipment from the locomotive cab.
  - Move through the restriction not exceeding 5 MPH until the dimensional shipment clears the restriction.

**6. TRACK SIDE WARNING DEVICES:****A. Wide Load Detectors:**

Wide load detectors are devices that detect excessive dimensions on cars, locomotives and lading. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

Blowing or swirling snow from passing trains can prevent wide load detectors from obtaining an accurate reading. Reduce speed to the extent necessary to allow the detector to scan the train.

Except in an emergency, do not use radio when train is within 150 feet of the detector or until entire message has been received from that detector.

Train crew must be alert for and monitor detector radio reports.

The following are examples of wide load detector messages transmitted by wide load detectors and the actions required of the train crew. When notified that a wide load detector is out of service, train may proceed unless detector message is "STOP YOUR TRAIN, DEFECT ON NORTH/SOUTH SIDE NEAR AXLE XXX".

**Note:** XXX is the axle count from head end of train to the defect indicated and includes locomotive axles.

**Detector Message**

**Train Crew Action**

"...No defect"

Proceed

"...Detector malfunction"

Stop and inspect entire train

"...Stop your train, defect on north/south side near axle XXX"

Stop train as soon as possible consistent with good train handling and inspect indicated side.

"...No message or incomplete message"

Stop train as soon as possible consistent with good train handling and inspect entire train.

Train crew must report to the train dispatcher when detector message is "...detector malfunction" or "...no message or incomplete message."

If inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle.

**B. Failed Equipment Detectors:**

Failed equipment detectors (FED's) are devices that detect hot bearings, hot wheels, and dragging equipment, on cars and locomotives. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

Blowing or swirling snow from passing trains can prevent FED's from obtaining an accurate reading. Reduce speed to the extent necessary to allow the detector to scan the train. Do not exceed 20 MPH over the next forward detector if "integrity failure" or "detector malfunction" message was received and blowing snow or swirling snow conditions are present.

A speed below 8 MPH while passing a detector can produce an inaccurate reading and axle count.

Except in emergency, do not use radio when train is within 150 feet of the FED or until entire message has been received from that FED.

The FED will transmit a detector message immediately after a train has passed the detector. Train crew must be alert for and monitor detector radio reports. A four second warning tone is transmitted each time a defect is detected.

The following are examples of detector messages transmitted by FED'S, and the actions required of the train crew. Note: XXX is the axle count from head end of train to the defect indicated and includes locomotive axles.

When notified that a FED is out of service, train crew will proceed as if detector message was "...Integrity failure."

**Detector Message**

**Train Crews Action**

"...No defects"

Proceed.

"...Integrity Failure"  
"...Detector Malfunction"

Train may proceed unless other conditions or messages require inspection.

"...Integrity Failure..." (along with any alarm message such as first hot box or first hot wheel)

Stop train; inspect near indicated axle.

"...First hot box right side XXX"

Stop train; inspect near indicated axle.

"...First dragging equipment near axle XXX"

Stop train; inspect near indicated axle. Walking inspection required.

"...First hot wheel right/left side from XXX to XXX"

Stop train; inspect near indicated axle.

"...No message or incomplete message"

Stop and inspect entire train.

"...Excessive alarms" or "Excessive Alarms... Integrity Failure"

Stop and inspect entire train.

Detector messages may describe more than one defect such as:

"...First hot box right side XXX"  
"...First hot wheel right/left side from XXX to XXX"  
"...Second hot box right side XXX"

End of message will be indicated by "out" or "end of transmission."

When a FED is out of service, or when detector message is "...Integrity failure," and the previous detector reported overheated or defective equipment, crew must inspect the equipment with previously reported defect before proceeding.

When three successive FED'S, (not counting wide load detectors), are out of service, or provide an "...Integrity Failure" status message, or any combination thereof, an inspection of the train must be made.

When a FED which protects a bridge, tunnel, or other structure, is out of service, or when detector message is "...Integrity Failure," inspect train in advance of such structure.

Train crew must report to the Train Dispatcher when detector message is "Integrity failure."

When detector message requires an inspection, be governed as follows: only inspect side of train specified in the message; if neither side is specified, inspect both sides.

Location of failed equipment will be determined by counting axles from head end, including locomotive axles. When conditions make it impractical to make a walking inspection of entire train, train may be moved at not more than 5 MPH to complete the inspection.

200 degree Fahrenheit crayons will be used to test the temperature of roller bearing journals. Exception: 163 degree Fahrenheit crayons will be used when outside temperature is below 32 degrees Fahrenheit.

If inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle. If no defect, or indication of overheating is found, train may proceed. Crew must observe the indicated equipment closely for the next 25 miles unless the next FED does not give an alarm on the same axle.

If overheating or defect on the same equipment is detected by two successive detectors, the identified equipment must be set out of train.

**Exception:** If overheating or defect detected involves a locomotive, the locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer, reveals no defect.

Mechanical forces on duty at next terminal, connecting crew members, or supervisor must be informed of condition when unable to locate failed equipment on locomotive.

Engineer will report to the train dispatcher when an FED failed to detect an overheated bearing found within 25 miles of the detector. Train dispatcher will notify the signal supervisor and signal maintainer to have the detector inspected.

## **7. SHUNTING THE TRACK:**

### **Commodities Insulating Track in CTC and ABS:**

Employees should be alert for insulating commodities such as clay, chips, oil, etc. on top of rails. When on the rail, these materials can insulate the track and cause loss of train shunt. Such conditions should be promptly reported.

### **Single Unit Light Engine**

When a train sets out all cars enroute and becomes a single unit light engine within CTC or ABS territory, the train dispatcher must be notified.

### **Movements Consisting of Less Than 12 Axles**

Train, engine and other such movements consisting of less than 12 axles must approach road crossings at grade equipped with automatic crossing warning devices prepared to stop until it is determined that the warning devices are operating properly.

## **8. RULE BOOKS IN EFFECT ON MONTANA RAIL LINK:**

- Rail Link General Safety Rules, effective April 2, 2000.
- General Code of Operating Rules, 4th Edition, effective April 2, 2000.
- Signal Aspects and Indications, All Subdivision Special Instructions Supplement, effective June 2, 2002.
- Rail Link Air Brake and Train Handling Rules, effective April 2, 2000.
- Rail Link Train Dispatchers Manual, current edition.
- Rail Link On Track Safety, effective April 2, 2000.
- Rail Link Mechanical Department Operating Rules, effective March 24, 2002.
- Remote Controlled Locomotive System, effective May 14, 2002.
- Rail Link General Responsibilities for Employees Not Covered by the General Code of Operating Rules, effective July 20, 2000.
- Rail Link Hazardous Materials Instructions, effective April 2, 2000.
- Emergency Response Guidebook, current edition.

### **Required Emergency Response Information:**

All train, yard, and enginemen (TY&E) employees must be issued, and carry while on duty, a current edition of the Emergency Response Guidebook (ERG).

The Emergency Response Guidebook must be carried at all times in all company vehicles covered by the Federal Motor Carrier Safety Regulations governing transportation of hazardous materials.

The Emergency Response Guidebook must be used to comply with regulations pertaining to shipments of hazardous materials.

The guidebook is intended for emergency response personnel responding to a hazardous materials incident. Refer to guidebook for instructions on use. TY&E employees or operators of company vehicles transporting hazardous materials involved in an accident are to provide the Emergency Response Guidebook to the first emergency response personnel on the scene.

**9. GENERAL CODE OF OPERATING RULES CHANGES AND ADDITIONS:**

The following rules apply only on Montana Rail Link:

If a conflict exists between the General Code of Operating Rules and the Rail Link General Safety Rules, the General Code of Operating Rules will govern.

**Rule 1.2.5 Reporting - add to the first paragraph:**

**Note:** In cases of minor on duty injuries, not requiring medical attention, notify the supervisor and he/she will make the required entry on the First Aid Log. Employees may fill out the current F-27 report if they so desire. Immediately reporting the injury to supervisor and use of the First Aid Log will fulfill the requirements of this rule.

**Rule 1.3.2 General Orders - add:**

General orders containing instructions that modify or make reference to a physical plant change will be removed after having been in effect for a period of 60 days. Such instructions or modifications will remain in effect.

**Rule 1.6.1 Motor Vehicle Driving Records - change the last paragraph to read:**

An employee must report any conviction to supervisor within 48 hours after the employee receives notice of the conviction.

**Rule 1.15 Duty - Reporting or Absence - add:**

All train and engine crews must provide the following information to the train dispatcher when reporting for duty:

- Train consist.
- Rested or short rested.
- Helper requirements if applicable.
- Any train restrictions.

All train service employees are responsible for faxing their Delay Report at the end of their tour of duty to the Missoula Crew Office Fax 523-1505.

When crews are relieved, account hours of service, train crews are required to fax Delay Reports.

Extra board employees desiring to lay off on Friday, Saturday or Sunday will lay off only with permission of an operating supervisor.

All sick layoffs will be arranged through an operating supervisor.

Layoffs and flextime withdrawals will be for a specific time period and employees are instructed to mark up and report for service at the expiration of that time period.

All crews called in extra local service are to expect to tie up on line. Crew members must provide for their personal needs while out on line.

**Rule 1.17B Exceeding the Law - add:**

Delay reports must be submitted anytime employees perform covered service, including switch crews, company business, rules classes, deadheading etc.

TY&E crews must complete Train Delay Report, Form MRL 407, showing time off since last trip for each employee. The Train Delay Report is the FRA documentation of hours of service. All entries must be accurate, complete and legible.

**Rule 1.29 Avoiding Delays -add:**

**Eating Policy:** It is Montana Rail Link's intention to have crews tied up by or before 12 hours have expired. In an effort to accomplish this, the following will apply:

1. If the crew dies within 30 miles of the terminal, they are expected to tie up prior to eating.
2. If the crew is being dogcaught and can reach the terminal under their hours of service, they are expected to tie up at the terminal prior to eating.
3. If the crew being dogcaught can not reach the terminal under their hours of service and are 30 miles or more from the terminal, they will be allowed an opportunity to eat if they desire.

All switch job engineers will be required to notify their respective assistant trainmasters between five hours and fifteen minutes (5' 15") and five hours and thirty minutes (5' 30") after being on duty if the work to be performed will not be accomplished prior to a proper lunch period.



**Rule 1.33 Inspection of Freight Cars - *the last paragraph - changed to read:***

Freight car with bad order tags indicating that the car is safe to move may be moved to nearest car repair point. (The last two sentences are deleted).

**Rule 3.1 Standard Clocks - *add:***

CONTINENTAL MOUNTAIN TIME will be used for operating purposes on Montana Rail Link. (Jones Jct. to Sandpoint Jct., and all branch lines.)

**Rule 3.3 Time Comparison - *add:***

Time signals received from WWV Time may be used to compare watches and clocks with correct time. The hours are in Coordinated Universal Time; and therefore, only the minutes and seconds may be used. Company numbers are:

8-WWV-TIME (8-998-8463) or 8-435-6000

Bell System numbers are:

1-800-338-4750 (ask for ext. 1515) or 1-406-523-1515

-after the dial tone dial 8-WWV-TIME or 8-998-8463.

The "Uniform Time Act of 1966" provides in part that the standard time of each time zone shall be advanced one hour or back one hour as follows:

- At 0200 on the first Sunday in April, each year, Standard Time is advanced one hour to 0300.
- At 0200 on the last Sunday in October, each year, Standard Time is set back one hour to 0100.

Watches and standard clocks must be changed accordingly and time compared as outlined in Rule 3.3

**Rule 4.3 Timetable Characters - *explanation of characters:***

- B** - General Orders, Notices, and Circulars
- J** - Junction
- T** - Turntable or Wye
- X** - Crossover
- X(2)** - Multiple Crossovers
- Y** - Yard limits

**Rule 5.2.2 Signals Used by Employees - *the following sentence is added:***

Locomotive flagging kits must be equipped with a red flag and six fuses.

**Rule 5.4.9 Remote Control Zones - *new rule added:***

A Remote Control Zone (RCZ), when activated, is a designated area in which Remote Control Locomotives (RCL) may operate without protecting the leading end of the movement. Zones are identified at entrances to the zone by a sign stating:

**"IF YELLOW LIGHT IS ON - STOP.  
 REMOTE CONTROL ZONE IS ACTIVATED.  
 CONTACT THE REMOTE CONTROL CREW BEFORE PROCEEDING."**

or

**"BEGIN RCL ZONE"**

When flashing, a yellow strobe light placed near the sign will indicate the zone is activated. Strobe lights at some locations, identified in Individual Subdivision Special Instructions, will be illuminated only if the switch at that location is lined for access into the RCZ.

1. Train or engine crews must receive permission from the RCL engineer before occupying or fouling any track within an activated RCZ. Permission must be repeated and acknowledged.

**Exception:** At specified RCZ crossings, employee foot traffic and off-track vehicles may cross the RCZ without permission from the RCL engineer. Employees crossing the RCZ must be alert for movement of equipment at any time in either direction. Such crossings will be designated by a sign reading:

**"STOP.  
 REMOTE CONTROL ZONE.  
 PROCEED WITH CAUTION."**

2. Upon receiving permission to enter the RCZ the train or engine crew must comply with instructions from the RCL engineer.
3. A job briefing among all members of the RCL crew must be held any time other employees are granted permission to occupy the activated RCZ.
4. The Assistant Trainmaster may relay instructions from the RCL engineer to employees requesting permission to enter an activated RCZ.
5. When permission is granted to other employees to occupy an activated RCZ, the RCL crew is responsible for providing protection against such employees.

**Rule 5.5 Permanent Speed Signs - following paragraphs are added:**

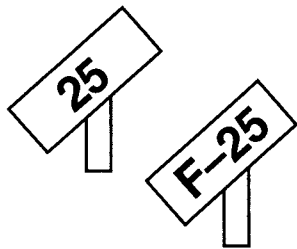
Reduced speed limits are designated by advance warning sign (diagonally upward), speed sign (horizontal) and resume speed sign (vertical).

The advance warning sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. Lower speed will be in effect until a resume speed sign, or a speed sign posting a higher speed, is displayed.

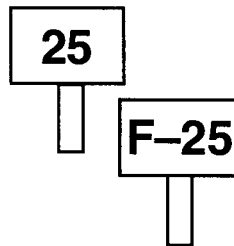
At the end of a reduced speed zone, a train or engine will be governed by a speed sign displaying a higher speed or a resume speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the Special Instructions for each subdivision, General Orders, and Track Bulletins. These signs, as illustrated, apply to train and engine movements as follows:

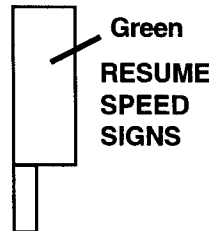
**ADVANCE WARNING SIGNS**



**SPEED SIGNS**



**NOTE: Advance Warning Signs and Speed Signs have yellow background and black letters and/or numbers.**



**Figures preceded by the letter F, and figures not preceded by a letter, apply to all trains on Montana Rail Link**

**Rule 5.8.2 Sounding Whistle - change whistle signal (11) to read:**

Approaching crossings at grade with the engine in front, start signal at the crossing whistle sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine occupies the crossing.

Use this signal to warn employees when:  
 Approaching men or equipment on or near the track, regardless of any whistle prohibitions.  
 or  
 View is obstructed.

**Rule 5.10 Markers - add:**

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the crew. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

**Rule 5.13C Blue Signal Readily Visible to Engineer - item 3 is changed to read:**

3. The engine must not be moved. The controls must not be changed unless directed by individuals who placed the blue signal protection.

**Rule 6.1.1 Direction, Numbers and Station Names - new rule added:**

When issuing or repeating mandatory directives, observe the following guidelines:

**Directions** - Directions (North, South, East, West) must be pronounced, then spelled.

**Numbers -**

When the figure has more than one number:

1. State each figure in the number. (Example: three, six, five).
2. State the number in words. (Example: Three-hundred sixty-five).

When the figure has only one number:

1. State the number. (Example: Three).
2. Spell the word. (Example: T-H-R-E-E.)

**Station Names and Control Points** - must be pronounced then spelled.

**Rule 6.2 Initiating Movement - change first bullet to read:**

- Receive a track warrant listing all track bulletins that affect their movement or receive a general track bulletin.

*delete the second bullet reading:*

- Determine from the train dispatcher or yardmaster if any track bulletins are needed.

**Rule 6.3 Main Track Authorization - following paragraphs are added:****Requesting Authority**

The employee requesting authority must tell the train dispatcher or control operator exactly where the main track will be entered. Employees and equipment must not enter the main track at any other point unless otherwise authorized.

When requesting authority employee must state:

- Name or identification
- Location
- Track limits
- Time limits

**Releasing authority**

When releasing authority employee must state:

- Name or identification
- Authority number
- Track limits

**Overlapping authority**

When a train receives track and time or track warrant authority joint with employees, the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority.

**Rule 6.4.1 Permission for Reverse Movements - add:**

When a train or engine is advised that working limits have been established behind their train, obtain permission from the employee in charge (EIC) to make any reverse movements, including within the same signaled block.

**Rule 6.13 Yard Limits - first paragraph changed to read:**

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines, only after obtaining a general track bulletin or a track warrant, listing all track bulletins that affect their movement. Engines must give way as soon as possible to trains as they approach. Engines must keep posted as to the arrival of passenger trains and must not delay them.

**Rule 6.15 Block Register Territory - 2nd bullet changed to read:**

If the territory is occupied by a preceding authority, movement entry cannot be made on the register until the employee in charge of each preceding authority has been contacted and advised that the territory will be jointly occupied. When the territory is jointly occupied by a train, men or equipment, and/or another train, all movements must be at restricted speed.

**Rule 6.23 Emergency Stop or Severe Slack Action - add:**

The train involved must not proceed, until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device, or telemetry device in engine cab, train may proceed at not more than 5 MPH until inspection can be made.

If there is any reason to suspect that it is not safe for the train to proceed, a walking inspection of the train and track must be made on each side of all cars and locomotives to determine that equipment and track are safe.

**Rule 6.26 Use of Multiple Main Tracks - add the following paragraph:**

When using multiple main tracks in Westward Timetable direction, they will be numbered consecutively from right to left beginning with Main 1.

**Rule 6.29.1 Inspecting Passing Trains, Trackside Warning Detectors and Inspections, is changed to read:**

Crew members must be aware of trackside warning detectors and signals from persons inspecting their train. Stop the train immediately, consistent with good train handling, for an inspection when any of the following conditions exist:

- A crew member receives a stop signal
- A trackside warning detector indicates a train defect
- A crew member is notified of a dangerous condition

Movement may proceed, not to exceed 5 MPH, for the distance necessary to reach the indicated defect or axle count.

**Exception:** If dragging equipment defect is indicated, stop the train immediately, consistent with good train handling, and make a walking inspection as described by GCOR 6.29.2.

**Rule 7.1 Switching Safely and Efficiently - second paragraph changed to read:**

Without proper authorization, cars or engines must not be left standing where they will foul equipment on adjacent tracks or cause injury to employees on side of car or engine.

**Rule 7.6 Securing Cars or Engines - add:**

**Explanation:** As it pertains to this rule, "unattended" means that no employee is in a position to intervene if there is an unintentional movement and therefore, a sufficient number of handbrakes must be applied.

**Rule 10.3 Track and Time - the instructions inside the box are changed to read:**

Track and time does not authorize trains to occupy the main track within automatic interlocking limits.

**Rule 10.3.3 Joint Track and Time - add :****Overlapping Authority**

When a train receives track and time authority joint with employees, the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority.

**Explanation - Switch Yes or No**

When issuing track and time to a train, switch YES will be used at the beginning of the limits only if the limits within the first named control point will be joint with Maintenance of Way. If the limits within the first named control point are not joint with Maintenance of Way, trains will be issued switch NO. Switch YES will never be used at the second named control point of track and time limits issued to a train. (When issued to a train, the sole purpose of switch YES is to notify the train that Maintenance of Way has joint authority within a control point. Switch YES is not authority for a train to occupy a control point.)

When issuing track and time to Maintenance of Way, switch YES must always be included if movement within the control point is required.

**Rule 14.5 Protecting Men or Equipment - add :****Overlapping Authority**

When a train receives track warrant authority joint with employees, the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority.

**Rule 15.1 Track Bulletins - second paragraph is changed to read:**

The conductor and engineer must receive a track warrant at their initial station. All track bulletins that affect their train's movement must be listed on the track warrant, unless the track warrant shows "NONE" or "NO". The conductor and engineer must have copies of all track bulletins listed, and each crew member must read and understand them.

*add:*

Track Bulletin Form A (speed restrictions), Form B (protect men and equipment), Form C (other information), Form TCM (track condition message) and Form GTB (General Track Bulletin) are in use on Montana Rail Link.

A general track bulletin may be issued instead of a track warrant to deliver track bulletin restrictions. All rules that apply to track bulletins apply to general track bulletins.

**Rule 15.1.1 Changing Address of Track Warrants or Track Bulletins - changed to read:**

If the address must be changed on a track warrant or a track bulletin that does not grant authority, the train dispatcher may change the train symbol, engine identification, direction, or date verbally.

**Rule 15.2A Verbal Permission - Part A -**

*When General Track Bulletins are used, first paragraph is changed to read:*

When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) \_\_\_\_\_ using Form B Restriction No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ (specifying subdivision when necessary)."

*Item A2 second bullet is changed to read:*

"(Train) may proceed through the limits at \_\_\_\_\_ MPH (or maximum authorized speed) but not exceeding \_\_\_\_\_ MPH between/at (specifying location) (specifying track where necessary)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

**Rule 15.13.1 Voiding General Track Bulletins or Restrictions - the following new rule is added:**

To void a bulletin restriction or an entire general track bulletin, train dispatcher may do the following:

1. "Restriction (number) reading \_\_\_\_\_ is void."  
An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write "Void" in the margin to the left of the restriction made void.
2. "General track bulletin No. \_\_\_\_\_ is void."  
An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write "Void" .... across the first page of the general track bulletin being voided.

**Glossary - add new terms:**

General Track Bulletin - A notice containing track bulletin restrictions and other conditions affecting train movement.

Unit Train - A train designated as a unit train by manifest and/or supervisor.

**10. RAIL LINK AIR BRAKE & TRAIN HANDLING RULES CHANGES AND ADDITIONS:****Rule 100.3 Familiarization Trips - changed to read:**

A certified locomotive engineer who has not worked the assigned territory in any capacity must make a familiarization trip(s) with a qualified employee. Additional trips may be required as determined by the Roadforeman, who will determine when an employee is qualified.

A locomotive engineer who has not worked an assigned territory, where the maximum authorized speed is greater than 40 MPH, during the previous 12 months must make a familiarization trip with a qualified employee not an assigned crew member.

A locomotive engineer who has not worked an assigned territory, where the maximum authorized speed is 40 MPH or less, during the previous 24 months must make a familiarization trip with a qualified employee not an assigned crew member.

**Note:** Qualified employee is defined as an employee holding a current rules card and having performed service a minimum of five round trips over the territory in the preceding six months.

A locomotive engineer who has never been qualified on the physical characteristics of the territory over which he or she is to operate a locomotive or train, must make a familiarization trip with a person qualified and certified as a locomotive engineer not an assigned crew member.

In joint operations territory, the trip must be made with a Designated Supervisor of Locomotive Engineers or a certified locomotive engineer not an assigned crew member.

Locomotive engineers not meeting the familiarization requirements are responsible for contacting the Roadforeman or other supervisor who will advise:

1. The number of required familiarization trips:
2. When an engineer is qualified at the completion of the required trips.

No familiarization trips are required on the following territories:

1. Yard assignments.
2. Connection and Interchange Tracks that are "other than main track", the maximum authorized speed does not exceed 20 MPH, all movement is made at a speed that requires stopping within one half the range of vision, and the territory does not exceed one mile.

The Train Activity/Delay Report must identify the employee(s) who operates the locomotive and the points they operate between.

**Rule 101.3.1 Train Kept Charged** - *Note is changed to read:*

**Note:** A train considered "kept charged" has had 35 psi in its brake pipe within the last 4 hours.

**Rule 101.8 Air Brake Test When Cutting Off and Recoupling** - *change first paragraph to read:*

When a train is uncoupled, unchanged and recoupled in 4 hours or less, make sure brake pipe pressure is being restored and the brakes release on the rear car.

*change last paragraph to read:*

If the cars are recoupled in more than 4 hours, refer to Rule 101.3.1 (Train Kept Charged).

**Rule 101.29.2 Testing Emergency Function** - *add new paragraph:*

**Maintaining Record of ETD Testing**

Should this test at an installation location be performed by other than the train crew, a written record of the date, time, location and the person who performed the ETD emergency test will be maintained on the lead controlling locomotive until train reaches it's final terminal and the HTD is disarmed. (Any change in lead locomotive (HTD) or ETD enroute will require an additional emergency test and an updated record if other than the train crew performed the ETD emergency test.) The train profile may be used to record this information if no other form is provided. The ETD test information record should be left on the lead controlling locomotive in the form holder provided. This information may be entered by any employee and does not require a signature.

**Rule 102.13.2 Securing Unattended Locomotives** - *item 9 changed to read:*

9. Apply hand brake on each locomotive. If grade exceeds 1 percent, block the wheels securely, unless low end of the equipment is protected by a derail.

**Rule 104.14.3 Operating Responsibilities** - *add:*

**Exception:** The train may be cut off while moving if the helper locomotive and end-of-train device on the train being helped is the type that automatically makes the mechanical separation (Helperlink or similar equipment) and train speed is 20 MPH or less.

**Additional Instructions:**

**1. Pulse Helperlink-**

"Helperlink" is a system which allows attaching helper locomotive(s) to a train without physically connecting the brake pipe between the helped train and helper locomotive(s). This system is made up of three components, two of which weigh approximately 35 lbs. each, and the third (radio control module) weighing approximately 20 lbs.

Brake pipe communication is accomplished by utilizing the helped train's end of train device telemetry. ETD telemetry is used to allow helperlink to mimic the air brake functions that occur as if the helper locomotive(s) were physically attached to the train's brake pipe. This includes service and emergency brake pipe reductions.

Should an emergency brake pipe reduction occur on the helper locomotive(s) this signal is transmitted via ETD telemetry to cause an emergency application on the train being helped.

In addition, this system provides a means of lifting the uncoupling lever between the helper locomotive(s) and train being helped by utilizing a pneumatic uncoupling lever lifting device. To utilize helperlink, it is required that the train being helped is equipped with a "pulse" train link II end of train device. Helperlink must only be used with helpers placed at the rear of a train.

Because of walkway clearance limitations, do not place helperlink equipment on the front of locomotives with the North American comfort cab design or some GE locomotives with limited front walkway space. Always use caution when utilizing any locomotive walkway with helperlink equipment installed.

### 1.1 Activation of uncoupling mechanism -

MRL helperlink equipment utilizes the DTMF (Dual Tone Multi-Frequency) touch tone pad buttons on the locomotive radio to activate the uncoupling mechanism.

Activation of the uncoupling lever lifting mechanism will cause the "acknowledgment tone" to be heard on the radio. Any malfunction or loss of communications exceeding one minute between helperlink and the 2-way ETD on the train being helped will result in the locomotive's alarm bell on the helper locomotive consist activating twice for five seconds each.

### 1.2 Conditioning and Testing Helpers Equipped with Helperlink Before Attaching -

Before attaching helpers equipped with helperlink to the train to be helped, observe the following steps:

#### A. Testing uncoupling lever function

1. After installing helperlink, test the function of uncoupling lever by using the DTMF touch tone pad on the locomotive radio. Activation codes to be used are indicated on the helperlink radio module, which is attached to the rear of the top or upper control box.
2. If signal to detach reaches helperlink control box, an "Acknowledgement" tone will be heard in the locomotive radio while uncoupling lever is being lifted.
  - a. It may be necessary to enter the activation code more than once to activate the pin lifting mechanism.
3. Determine that lift mechanism functions properly and does not bind or foul.

**Note:** No response by helperlink may indicate improper road channel coded into radio control module. Check display in radio module for proper operating radio channel.

#### B. Establishing Communication

1. Dial in the ID code of the ETD on the train being assisted.
2. Check the communication between the helperlink device and the end of train device by pressing the COMM TEST/ARM button on helperlink, alarm bell will ring.

**Note:** Display should indicate "COMM OK." If not, check ETD ID and retry.
3. After waiting a minimum of one minute, cut out the automatic brake valve and move automatic brake handle to CONTINUOUS SERVICE.

**Note:** Matching brake pipe reduction of train being helped is not required when using helperlink. However, brake pipe pressure on helper locomotive must not be lower than 26 PSI below the train's brake pipe pressure or an emergency application will occur when helperlink is enabled.
4. Press the 'enable' button on helperlink. "Enable" indicator should flash briefly and then stay illuminated. Helperlink should now maintain the same brake pipe pressure on the helper locomotive(s) as the helped train.

### 1.3 Attaching Helpers Equipped with Helperlink -

Observe the following steps when attaching to the helped train.

1. Couple to train being helped and stretch coupling.
2. Enable helperlink again by depressing "Enable" button.
3. Perform air brake test as prescribed in Rule 104.14.1.
4. Establish communications with the ETD of the train being helped as prescribed in Rule 108.3 to monitor brakepipe changes.

**Note:** When required, test ETD emergency feature on the train being helped before establishing communication between helperlink and the ETD on the train being helped.

### 1.4 Detaching Helpers with Helperlink -

When using helperlink, as with any helper operation, radio communication must be maintained between helper and road engineers.

A predetermined detach location should be discussed with the road engineer and the road engineer must be notified just prior to helper locomotive(s) being detached.

1. Helper locomotive(s) may be detached while stopped or at a speed not exceeding 20 MPH.
2. Before activating the uncoupling lever lift mechanism, helper locomotive(s) must be in a buff state at rear of train to allow the lifting of the uncoupling lever.

3. When ready to detach, activate the uncoupling lever lift mechanism by selecting the appropriate code of the helperlink being used and entering the appropriate digits on the DTMF touch tone pad of the engine radio.
4. Upon hearing the "acknowledgement" tone and locomotive alarm bell, apply independent brakes to detach and stop helper locomotives as quickly as possible.
5. When uncoupling on an ascending grade, allow slack on rear end of train to change to a draft state slowly by gradually reducing the throttle and slowly applying the independent brake.
6. Notify the engineer on the train that was being helped that helpers have been detached.
7. Disable helperlink at the control box by using the thumbwheels to enter "00000", then press the COMM TEST/ARM. The "enabled" light should no longer be illuminated. Turn off power to helperlink system using power ON/OFF switch.
8. After stopping, make all movements in compliance with the General Code of Operating Rules and instructions from the train dispatcher. Wait until train has moved a safe distance from helpers if movement will be in the same direction as train that was helped.

## 11. GENERAL SAFETY RULES *CHANGES AND ADDITIONS*: (ALL EDITIONS)

### Rule GSR G-5, 13, *add*:

The driver must check around parked vehicles for obstructions or hazards before moving forward or backward.

### Rule GSR G-5, 14 *add*:

If the vehicle is a hi-rail and is operating on the track, it will be determined by the individual whether the seat belt will be worn.

### Smoking Policy - *item c. change to read*:

c. Company or contract vehicle. If requested, a smoking break every two hours will be allowed.

### Regulations, Policies and Programs - *add*:

## MONTANA RAIL LINK REPORTING POLICY STATEMENT & COMPLAINT PROCEDURES Effective January 1, 1997

**MISSION:** *Montana Rail Link is committed to complete and accurate reporting of all accidents, incidents, injuries, and occupational illnesses arising from the operation of the railroad.*

### REPORTING POLICY STATEMENT

It is Montana Rail Link's goal to operate the railroad without injuries or accidents. When safety is considered to be a value and the most important element of our culture, by all employees, this goal will be attained.

Accurate and complete reporting is essential in realizing this goal. Regardless of the severity, each and every accident, incident, injury, or occupational illness must be thoroughly analyzed and the root cause determined to prevent repeated occurrences. Appropriate corrective action can be taken only when the cause is fully understood by all of those involved.

Montana Rail Link is committed to complete and accurate reporting of all accidents, incidents, injuries, and occupational illnesses arising from the operation of the railroad, to the full compliance with the letter and spirit of the Federal Railroad Administration's reporting regulations. Further, Montana Rail Link is committed to the principle that harassment or intimidation of any person that is calculated to discourage or prevent such person from receiving proper medical treatment or from reporting such accident, incident, injury, or occupational illnesses will not be permitted or tolerated.

Disciplinary action will be taken against any employee, supervisor, manager, or officer of the railroad committing harassment or intimidation calculated to discourage complete and accurate reporting. Incidents of harassment or intimidation will be treated as failure to follow company policy or insubordination as circumstances dictate. Action taken will be as provided in the applicable collective bargaining agreement or as described in Montana Rail Link's Policy and Procedure Manual.

This policy will become effective January 1, 1997, and all employees are instructed to accurately report all accidents, incidents, injuries, and occupational illnesses arising from the operation of Montana Rail Link's railroad. All incidents of harassment or intimidation calculated to discourage compliance with this policy must also be reported. Complaint procedures follow.

### COMPLAINT PROCEDURES

Employees must immediately report to their supervisor any incident of harassment or intimidation calculated to discourage accurate reporting.

In cases where the supervisor may be directly involved, the employee must make the report to any company manager. The company manager receiving such report must contact the employee's department head.



The department head will assign a manager of another department to fully investigate the report. The investigating manager must provide a report to the department head within ten working days. The department head will share findings with the FRA Reporting Officer, Ted Hagemo, and together they will determine what action, if any, is appropriate. The complainant will be notified within ten working days of any action taken.

All investigative reports and other factual material will be turned over to the Vice-President of Operations for review. Complainant wishing to discuss the matter further shall contact the Vice-President of Operations.

Any employee subject to this policy and filing a complaint will not be subject to retaliation. Allegations of this nature must be immediately reported to the department head for handling.

## 12. GENERAL SAFETY RULES FOR TRAIN, YARD AND ENGINE EMPLOYEES CHANGES AND ADDITIONS:

**Rule GSR T-3, 9 Clothing and Personal Protective Equipment - fourth line is changed to read:**

Leather or leather-like uppers that extend above the ankle (minimum 5" height as measured from inside boot).

**Rule GSR T-8 Getting On or Off and Riding Engines and Cars - item 28 added:**

Mounting and dismounting moving equipment on industry tracks is prohibited, except in case of emergency.

**Rule GSR T-21 Going Between or Working on the End of Rail Equipment - add new rule:**

69. Going between or working on the end of rail equipment means an employee has placed all or part of his body where it could be struck by rail equipment if it were to move. Operating an uncoupling lever is not considered going between rail equipment.

Any transportation department crew member intending to go between or work on the end of rail equipment, must notify the locomotive engineer before such actions can be taken.

Announce by radio "going between" or give the prescribed hand signal.

Prescribed hand signals to indicate "going between":

- a. By day, give a stop signal. Raise arm farthest from the rail equipment straight above the head. Point the arm nearest the rail equipment at a 90-degree angle toward the rail equipment.
- b. By night, give a stop signal. With the arm extended forward parallel to the ground, move the light from left to right.

The locomotive engineer must then fully apply the locomotive independent brakes, center the reverser, and then confirm this action with the crew member requesting protection by radio response "set and centered" or sound whistle signal "one long" if hand signals are being used.

The brakes must remain applied and the reverser centered until the crew member requesting protection gives a radio or hand signal to move or announces by radio "in the clear".

If the work to be performed involves a cut of cars not attached to a locomotive, before fouling the equipment a crew member must verify that these cars are completely stopped. Notify all members of any crew who could affect movement on that track. If necessary, a sufficient number of hand brakes must be applied to ensure the cut of cars will not move.

When stepping from between rail equipment, be alert for movement on adjacent tracks or vehicles moving on the walkway or roadway.

## 13. GENERAL SAFETY RULES FOR MECHANICAL, ENGINEERING AND ADMINISTRATION EMPLOYEES CHANGES AND ADDITIONS:

**Rule GSR E/M-9d Handling Hazardous Material - change to read:**

Portable containers must be metal and Rail Link approved:

1. Red Safety cans for flammable liquids (such as gasoline) with either a yellow band or the name of the contents stenciled or painted on the can in yellow.
2. Combustible liquid (such as diesel) cans must be spill proof and have the common name of the product stenciled or painted on the can.

**Rule GSR E/M-13f Mechanized Equipment - change to read:**

Transport passengers only in designated, permanently installed seats.

**Exception:** While riding on on-track equipment, follow instructions in "On-Track Safety Rules".

**Rule GSR E/M-15d Personal Protective Equipment - second bullet is changed to read:**

Leather or leather-like uppers that extend above the ankle (minimum 5" height as measured from inside boot).

**Engineering PPE Chart - page 15 changed:**

The line for Chain Saw Grinder is changed to have an "X" in the columns for Hearing Protection and Faceshield, only.

**Mechanical Operations PPE Chart - page 18 changed:**

The line for Handling/servicing storage batteries is changed to have an "O" in the column for cover type goggles, only.

**Blue Signal Protection Regulation - page 22 add new rule:****D. Protection in a Remote Control Zone**

A Remote Control Zone (RCZ), when activated, is a designated area in which Remote Control Locomotives (RCL) may operate without protecting the leading end of the movement. Zones are identified at entrances to the zone by a sign stating:

**"IF YELLOW LIGHT IS ON - STOP.  
REMOTE CONTROL ZONE IS ACTIVATED.  
CONTACT THE REMOTE CONTROL CREW BEFORE PROCEEDING."  
or  
"BEGIN RCL ZONE."**

When flashing, a yellow strobe light placed near the sign will indicate the zone is activated. Strobe lights at some locations, identified in Individual Subdivision Special Instructions, will be illuminated only if the switch at that location is lined for access into the RCZ.

1. Mechanical Department employees must receive permission from the RCL engineer before fouling any track or establishing Blue Signal protection within the activated RCZ. Permission must be repeated and acknowledged. **Exception:** At specified RCZ crossings, employee foot traffic and off-track vehicles may cross the RCZ without permission from the RCL engineer. Employees crossing the RCZ must be alert for movement of equipment at any time in either direction. Such crossings will be designated by a sign reading:

**"STOP.  
REMOTE CONTROL ZONE.  
PROCEED WITH CAUTION."**

2. Upon receiving permission to work within or foul the RCZ, the Mechanical Department employee must establish Blue Signal Protection, if required per Rule B and Rule C-3 and 4. The RCL engineer must be advised of the location of blue signals, derails and switches which have been lined.
3. After all blue signals and derails are removed and switches returned to the proper position the Mechanical Department employee must notify the RCL engineer.
4. The Assistant Trainmaster may relay instructions from the RCL engineer to employees requesting permission to enter an activated RCZ.
5. When permission is granted to other employees to occupy an activated RCZ, the RCL crew is responsible for providing protection against such employees.

#### **14. GENERAL RESPONSIBILITIES FOR EMPLOYEES NOT COVERED BY GENERAL CODE OF OPERATING RULES CHANGES AND ADDITIONS:**

**Rule 1.2.5 Reporting - add to the first paragraph:**

**Note:** In cases of minor on duty injuries, not requiring medical attention, notify the supervisor and he/she will make the required entry on the First Aid Log. Employees may fill out the current F27 report if they so desire. Immediately reporting the injury to a supervisor and use of the First Aid Log will fulfill the requirements of this rule.

**Rule 1.3.1 Safety Rules - added:**

All Operating, Mechanical and Engineering clerks and all Administrative employees are governed by **Rail Link General Safety Rules for Mechanical, Engineering and Administration Employees.**

**15. REFERENCE TO TERMS:**

Reference to the terms conductor, brakeman, fireman, yardmaster, etc., exist in some publications used by Montana Rail Link and have become standards in the railroad industry. These positions do not exist on Montana Rail Link. Responsibilities traditionally associated with these positions are incorporated in positions with other titles.

**16. EMPLOYEE/ATTORNEY COMMUNICATIONS:**

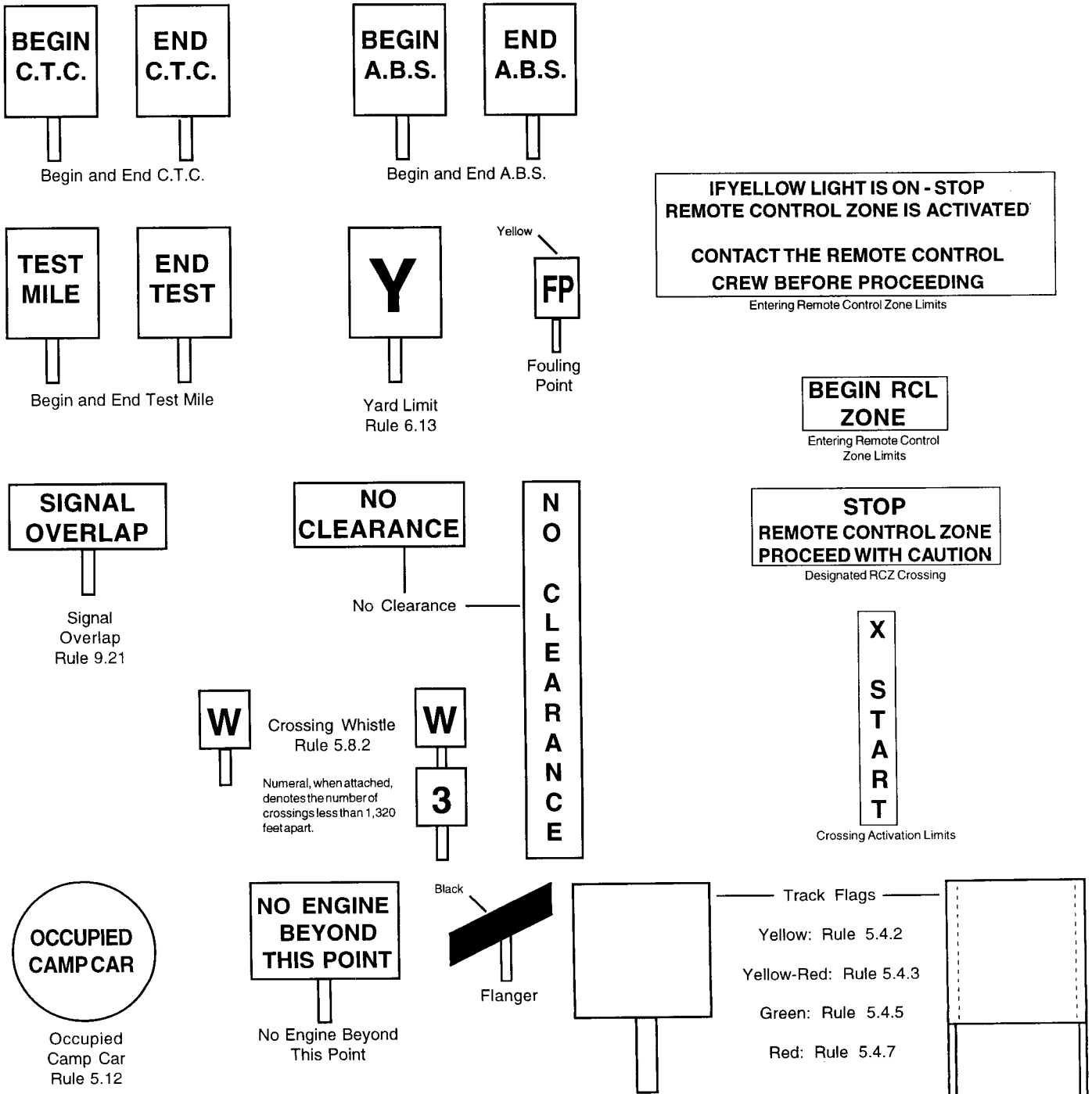
Montana Rail Link employees are not obligated to talk to claimant, his/ her attorney, his/her representative or his/her investigator, nor are employees obligated to allow them to take statements or acknowledge statements to them. Employees are entitled, if desired, to have a company attorney present during any interview or statement that is voluntarily consented to.

Employees are not precluded from talking to any claimant, attorney or investigator if done consensually. Employees are precluded from providing any copies or originals of documents which are the property of Montana Rail Link without the company's prior consent.

Questions concerning this policy, should be directed to the supervisor.

**17. ROADWAY SIGNS:**

Except as shown, the following roadway signs have white background and black letters and/or numbers.



**18. OPERATIONS TESTING:**

When operations testing is performed to test for rules compliance, a banner may be used to obstruct the track. It will display "STOP OBSTRUCTION" in the following format:



Approximate 48 inch by 48 inch diamond shaped sign with orange background and black letters.

This banner is considered a stop signal and a simulation of on-track equipment. Whenever required by an operating rule, stop all train, engine, and on-track equipment movements short of the "stop obstruction" banner.

**19. EARTHQUAKE RESPONSE AND INSPECTION GUIDELINES OPERATIONS TESTING:**

When an earthquake occurs, each quake's magnitude - or inherent strength - is measured and reported by the National Earthquake Service operated by the U.S. Geological Survey in Golden, Colorado.

Updates, magnitude and location of epicenter information is to be obtained from any of the following locations 24 hours 7 days per week:

MT State Disaster Emergency Services Division - (406) 841-3911  
USGS - Golden, CO. - (303) 273-8500

When any earthquake activity or shaking is reported, the train dispatcher will do the following:

1. **STOP** all trains within 50 miles of any reported shaking.
2. Instruct all trains within 50 - 150 miles of the reporting location to "Proceed at restricted speed due to earthquake conditions." An acknowledgment must be obtained from each train or engine receiving these instructions.
3. Once magnitude and epicenter are known, the following inspection criteria will apply:
 

Magnitude 0.0 to 4.9:	No action required.
Magnitude 5.0 to 5.49:	Trains proceed at restricted speed until signals have been inspected within a 40-mile radius from the epicenter. <b>GIVING PRIORITY TO INSPECTOR OVER TRAINS.</b>
Magnitude 5.5 to 5.99:	Trains proceed at restricted speed until signals, track and bridges have been inspected within a 40-mile radius of the epicenter. <b>GIVING PRIORITY TO INSPECTOR OVER TRAINS.</b>
Magnitude 6.0 to 6.49:	<b>Trains stop</b> until signals, track and bridges have been inspected within 80 miles of epicenter.
Magnitude 6.5 to 6.99:	<b>Trains stop</b> until signals, track and bridges have been inspected within 140 miles of epicenter.
Magnitude 7.0 to 7.49:	<b>Trains stop</b> until signals, track and bridges have been inspected within 300 miles of epicenter.
Magnitude 7.5 and above:	<b>Trains stop</b> until instructed to proceed after inspection of track, signals and bridges are completed. Radius is at the discretion of the transportation center but not less than 300 miles from the epicenter.

- √ Chief Engineer and Director of Structures must be notified of any quake activity.
  - √ Contact MW Track, Bridge and Signal Forces to begin inspections immediately. Advise appropriate supervisors.
  - √ Any additional aftershocks that are magnitude 5.0 or above require the same complete process of inspection and notification.
  - √ If it is determined that trains must stop and track inspection is required, **MW Track, Bridge and Signal MUST ALL RELEASE any given section of track before train operations can resume.**
- Any time there is any doubt or question on how to respond, always err on the side of safety.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	1st Subdiv MAIN LINE STATIONS		Method of Operation	Distance from MP 209.9	Dispatcher Call In
				Westward ↓	Eastward ↑			
			209.9		JONES JCT (Begin MRL)		0.0	
10,697	HUNTLE	10	213.1		HUNTLEY	JX(2)	3.2	32
	EBILMR		223.4		EAST BILLINGS		13.5	
	BILLMT		225.8	DT	BILLINGS	B T X (2)	15.9	35
	SHILO		11.5		SHILO	JX	27.4	
	MOSSMA		12.1	2MT	MOSSMAIN	JTX(2)	28.0	
	LAURMT		13.7		LAUREL YARD	B J T X	29.6	
			14.9		LAUREL NX	JTX(2)	30.8	
	SPURLI		17.7	2MT	SPURLING		33.7	

Radio channels in service on this Subdivision:  
 No. 1, (AAR 15 TX & RX) - Road Channel.  
 No. 2, (AAR 56 TX & RX) - Auxilary Switching  
 No. 3, (AAR 19 TX & RX) - Mechanical Dept. Channel.  
 No. 4, (AAR 63 TX & 22 RX) - Switching Channel  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

Zone-Between -	Up to 100 TOB	Over 100 TOB
MP 213.2 and MP 217.8 .....	50 MPH	45 MPH
MP 223.4 and MP 224.0 .....	40 MPH	40 MPH
Billings - Over 27th, 28th and 29th Streets, HER .....	25 MPH	25 MPH
Between East Billings and Shilo trains against the current of traffic on double track .....	40 MPH	40 MPH
<u>Westward Main Track</u>		
MP 0.0 and MP 1.6 .....	50 MPH	45 MPH
MP 1.6 and MP 11.5 .....	25 MPH	25 MPH
<u>Main 1</u>		
MP 11.5 and MP 12.0 .....	25 MPH	25 MPH
MP 12.0 and MP 12.2 .....	10 MPH	10 MPH
MP 14.8 and MP 15.5 .....	40 MPH	40 MPH
<u>Main 2</u>		
MP 12.0 and MP 12.2 .....	10 MPH	10 MPH
MP 14.8 and MP 15.6 .....	20 MPH	20 MPH
MP 15.6 and MP 17.7 .....	40 MPH	40 MPH

**Turnouts, Sidings, and Other Tracks -**

**Unless otherwise noted turnout speeds are same as siding speeds.**

Huntley - east siding switch and crossover to BNSF .....	30 MPH .....	30 MPH
Siding Huntley .....	35 MPH .....	35 MPH
End of double track East Billings .....	35 MPH .....	35 MPH
MP 0.1 (XO) .....	10 MPH .....	10 MPH
MP 1.3 (XO) .....	10 MPH .....	10 MPH
MP 5.0 (XO) .....	10 MPH .....	10 MPH
Shilo (XO) .....	20 MPH .....	20 MPH
Mossmain (XO) .....	10 MPH .....	10 MPH
MP 14.2 (XO) to MP 14.8, West 15 .....	25 MPH .....	25 MPH
MP 17.7 thru turnout .....	35 MPH .....	35 MPH

**2. METHOD OF OPERATION -**

CTC in effect:

MP 209.9 to MP 223.4

MP 11.5 to MP 12.2

MP 14.8 to MP 17.7

Two main tracks in effect between MP 11.5 and MP 12.2

Two main tracks in effect between MP 14.8 and MP 17.7

TWC in effect:

Double Track TWC in effect between MP 223.4 and MP 11.5 between East Billings and Shilo. Track Warrant authority by box 2, 3, or 4 is required for trains or MW moving with or against the current of traffic.

ABS in effect:

MP 223.4 to MP 11.5 on both MT with the current of traffic.

MP 223.4 to MP 225.2 on Westward MT against the current of traffic.

MP 223.4 to MP 224.6 on Eastward MT against the current of traffic.

MRL track warrant or general track bulletin received at Forsyth will apply at Jones Jct.

MRL track begins at MP 209.9 at Jones Jct.

MRL track warrant or general track bulletin received at Sheridan will apply at Huntley.

MRL track begins at MP 213.22 (the westbound absolute signal) at East Huntley.

There is no main track at Laurel Yard between MP 12.2 and MP 14.8.

GCOR Rule 6.28 applies within these limits.

There are no main tracks between BNSF Montana Division, Laurel Subdivision MP 0.74 and begin CTC Main Track No. 1.

GCOR Rule 6.28 applies within these limits. (Great Falls line)

There are no main tracks between BNSF Montana Division, Casper Subdivision MP 514.47 and begin CTC Main Track No. 2. GCOR Rule 6.28 applies within these limits. (Greybull line)

GCOR Rule 6.28 applies within these limits. (Greybull line)

MRL or BNSF track warrant forms may be used on Montana Rail Link.

When repeating track warrant authority, crews will state the total number of boxes marked and identify the individual numbers.

**3. BRIDGE, ENGINE, AND HEAVY CAR RESTRICTIONS -**

East Billings -

Exxon Refinery Track - one locomotive only permitted.

Billings -

Locomotive Groups E (except SW-15), G, H, and I are prohibited on the following tracks:

GN Yard and CBQ Yard accessed by turnout at MP 225.35

Sugar Factory Lead

New Industry

Montana Power Spur

Laurel -

Locomotive Groups G, H, and I are prohibited on the following tracks:

Fox Lumber Spur

Genex Refinery

**4. DIMENSIONAL SHIPMENT RESTRICTIONS -**

Trains handling cars wider than 12 ft. 6 in. must not meet trains handling cars wider than 12 ft. 6 in. at MP 213.5, MP 214.99, MP 223.64, MP 223.90, and between MP 0.0 and MP 2.0 on main tracks at Billings. Before departing Laurel, eastbound BNSF crews must confirm with the MRL train dispatcher any dimensional shipment restrictions in their train. Westbound BNSF trains arriving Jones Jct. from Forsyth and arriving East Huntley from Sheridan with dimensional shipment restrictions must notify MRL train dispatcher before entering MRL property.

**Bridge Locations:**

Bridge 213 .....MP 213.5 ..... MP 213.7

**5. RULE 6.19 -**

When flagging is required, flagging distance is 2.0 miles.

**6. RESTRICTED CLEARANCES -**

At Laurel Yard when operating Remote Control Equipment on the east end of the Eastbound and Westbound Yards, do not ride equipment while wearing Beltpack at the following locations:

- Between Eastbound 1 and Westbound 1.
- Between Westbound 1 and Westbound 2.
- First 500 feet between Westbound 2 and Westbound 3.

**7. RULE 10.2 -**

The following main track switches are not equipped with electric locks:

Brick Yard Spur - MP 222.73

West leg of wye, on Main 2 - MP 15.55

**8. BILLINGS -**

Eastward advance warning sign located at MP 225.8 is 1.7 miles in advance of reduce speed sign.

On the weigh-in motion scale, do not exceed three (3) MPH over the scale. Weighing speed over the scale is two (2) MPH. Do not apply brakes to the car(s) being weighed.

Crews using the Pellet Track at the Sugar Avenue crossing must flag the crossing account rusty rail.

Do not get off moving cars on Old Yard 7 (Scale Track) from East Switch to 500 feet west of scale.

**9. LAURELYARD -**

East End Laurel Yard - The normal position for crossover switches between eastward and westward switching leads must be left lined and locked for the lead.

Inbound and outbound trains or light engine consist must receive route instructions from the ATM and permission from switch crews before occupying switching leads.

Arriving trains will be left with slack bunched.

All locomotive consists entering and leaving the Laurel Roundhouse must call the roundhouse to have the radio controlled derail lined for movement. The roundhouse must be notified when clear of derail.

Laurel Auto Facility- Box located on the telephone pole west of the crossing on No. 1 track contains a tape measure and rope for spotting Convoy cars. Return these items and lock the box after use.

**Radio Channels:**

- Road crews will use No. 4 to receive permission to occupy switching leads when entering and departing the yard.
- Road crews and switch crews will use No. 3 to enter and depart roundhouse.
- Road crews outbound air tests will be made on No. 3.
- Upon completion of air test the road crew will switch to Channel No. 4 for permission to depart and complete roll-by inspection.

**Remote control zones established:**

- Bottom east switching lead - MP 11.9 to MP 12.3
- Bottom west switching lead - MP 11.9 to MP 12.2
- Top east switching lead - (River lead)  
roundhouse switch (MP 13.8) to roundhouse crossing (MP 14.2)
- Top west switching lead - MP 14.2 to MP 14.6

**10. FAILED EQUIPMENT DETECTORS -**

Protecting bridges, tunnels or other structures:  
None.

Other failed equipment detector locations:  
East Billings - MP 219.6

**11. FRA EXCEPTED TRACK - IN EFFECT - GCOR 6.12 -**

Billings - the track commonly referred to as Boise Cascade, Wiseman Scrap and Steel, New Industry, Individual Leads, and all track beginning at a point 30 feet north of the centerline of the westbound main track accessed by the turnout at MP 225.35, commonly referred to as the GN Yard and CB&Q Yard, has been identified as excepted track under FRA Track Safety Standards.

Mossmain - the track commonly referred to as the Loop Track has been identified as excepted track under FRA Track Safety Standards.

Laurel Yard - The track commonly referred to as Wheel Pit Track, Shop Lead, Old Rip 2,3,4,5, and 6 has been identified as excepted track under FRA Track Safety Standards.

**12. TRAIN ARRIVALS AND DEPARTURES -**

All eastbound trains departing Laurel Yard on the MRL 1st Subdivision must immediately notify Billings Yard, by radio, of their departure time.



Length of siding in feet	Station abbreviations	Line segment	Mile Post location	2nd Subdiv MAIN LINE STATIONS		Method of Operation	Distance from Spurling	Dispatcher Call In
				Westward ↓	Eastward ↑			
	SPURLI		17.7		<b>SPURLING</b>		0.0	
9,143	RAPIDS		32.3		14.5 <b>RAPIDS</b>		14.6	34
9,231	COLUMT		40.3		8.1 <b>COLUMBUS</b>		22.6	
8,481	CRAVER		47.6		7.3 <b>CRAVER</b>		29.9	
9,436	REOPTM	<b>11</b>	56.9		9.3 <b>REED POINT</b>	CTC	39.2	37
9,093	QUEBEC		62.0		5.0 <b>QUEBEC</b>		44.2	
9,322	GREYCL		70.2		8.2 <b>GREYCLIFF</b>		52.4	
9,306	BIGTIM		80.9		10.7 <b>BIG TIMBER</b>		63.1	32
9,274	CARNMT		90.9		10.0 <b>CARNEY</b>		73.1	
10,180	ELTON		102.3		11.4 <b>ELTON</b>		84.5	
10,466	LIVIMT		115.4		13.1 <b>LIVINGSTON</b>	B T Y X (2)	97.6	
8,685	MUIRMT		127.1		11.7 <b>MUIR</b>		109.3	
9,352	WEND		128.6		1.4 <b>WEST END</b>		110.7	35
10,045	BOZEMA	<b>12</b>	140.4		11.7 <b>BOZEMAN</b>	T	122.4	
7,000	BELGRA		149.9		9.5 <b>BELGRADE</b>		131.9	
3,574	MANHMT		159.3		9.4 <b>MANHATTAN</b>		141.3	
7,764	LOGAMT		164.6		5.3 <b>LOGAN</b>	J	146.6	31
8,835	CLARMT		178.8		14.2 <b>CLARKSTON</b>	CTC	160.8	
8,574	LOMBAR		184.9		6.0 <b>LOMBARD</b>		166.8	34
8,834	TOSTON		194.2		9.3 <b>TOSTON</b>		176.1	
6,829	TOWNMT	<b>13</b>	205.3		11.1 <b>TOWNSEND</b>	T	187.2	
8,401	WINSTO		218.3		13.0 <b>WINSTON</b>		200.2	32
7,913	LOUIMT		227.4		9.1 <b>LOUISVILLE</b>		209.3	
	EHELEN		234.0		6.6 <b>EAST HELENA</b>	J	215.9	
	HELEMT		238.4		4.4 <b>HELENA</b>	B T Y X (2)	220.3	
			0.0					

Radio channels in service on this Subdivision:  
 No. 1, (AAR 15 TX & RX) - Road Channel - Spurling to Helena.  
 No. 2, (AAR 56 TX & RX) - Road Channel - Helena.  
 No. 3, (AAR 19 TX & RX) - Switching - Helena.  
 Emergency call in code 911.

1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -

Zone-Between	Up to	Over
	100 TOB	100 TOB
Signal 29.5 WWD, HER .....	55 MPH	45 MPH
Signal 34.4 EWD, HER .....	50 MPH	40 MPH

Signal 36.9 WWD, HER .....	55 MPH .....	45 MPH
MP 40.1 and MP 42.0 .....	45 MPH .....	45 MPH
MP 42.0 and MP 42.8 .....	40 MPH .....	40 MPH
Signal 50.0 EWD, HER .....	55 MPH .....	45 MPH
MP 50.7 AND MP 51.9 .....	40 MPH .....	40 MPH
Signal 53.3 WWD, HER .....	55 MPH .....	45 MPH
Signal 53.4 EWD, HER .....	55 MPH .....	45 MPH
Signal 58.4 EWD, HER .....	50 MPH .....	40 MPH
Signal 60.1 WWD, HER .....	55 MPH .....	45 MPH
Signal 64.8 EWD, HER .....	50 MPH .....	40 MPH
Signal 73.0 EWD, HER .....	55 MPH .....	45 MPH
Signal 84.4 EWD, HER .....	55 MPH .....	45 MPH
Signal 88.7 WWD, HER .....	55 MPH .....	45 MPH
Signal West Carney (MP 92)EWD, HER .....	55 MPH .....	45 MPH
MP 98 and MP 100.2 .....	55 MPH .....	45 MPH
MP 114 and MP 114.8 .....	30 MPH .....	30 MPH
MP 114.8 and MP 116.05, HER .....	20 MPH .....	20 MPH
MP 116.05 and MP 127.3		
Ascending WWD .....	35 MPH .....	35 MPH
Descending EWD .....	35 MPH .....	25 MPH
Signal Livingston Hump SW (MP 116.1)EWD, HER .....	30 MPH .....	20 MPH
MP 127.3 and MP 128.2 .....	30 MPH .....	30 MPH
Signal West Muir (MP 127.4)WWD, HER .....	30 MPH .....	25 MPH
MP 128.2 and MP 135.2		
Descending WWD .....	30 MPH .....	25 MPH
Ascending EWD .....	30 MPH .....	30 MPH
Signal East West End (MP 128.6)WWD, HER .....	25 MPH .....	25 MPH
MP 135.2 and MP 140.4 .....	40 MPH .....	40 MPH
MP 140.4 and MP 140.9 .....	35 MPH .....	35 MPH
Signal 161.7 WWD, HER .....	45 MPH .....	40 MPH
MP 162.5 and MP 164.7 .....	45 MPH .....	40 MPH
MP 164.7 and MP 165.5 .....	25 MPH .....	25 MPH
MP 165.5 and MP 166.3 .....	45 MPH .....	45 MPH
MP 169.2 and MP 169.8 .....	25 MPH .....	25 MPH
MP 169.8 and MP 173.0 .....	40 MPH .....	40 MPH
MP 173.0 and MP 174.5 .....	30 MPH .....	30 MPH
MP 174.5 and MP 176.6 .....	45 MPH .....	45 MPH
MP 179.8 and MP 181.2 .....	40 MPH .....	40 MPH
MP 181.2 and MP 190.4 .....	25 MPH .....	25 MPH
MP 187.0 and MP 187.5, loaded Ribbon rail trains only .....	10 MPH .....	10 MPH
MP 190.4 and MP 191.1 .....	40 MPH .....	40 MPH
Signal East Townsend (MP 204) WWD, HER .....	50 MPH .....	40 MPH
Signal West Townsend (MP 205.5) EWD, HER .....	50 MPH .....	40 MPH
MP 214.1 and MP 215.6 .....	45 MPH .....	45 MPH
Signal East Winston (MP 216.9) WWD, HER .....	55 MPH .....	45 MPH
Signal West Winston (MP 218.4) EWD, HER .....	50 MPH .....	40 MPH
Signal East Louisville (MP 226.5) WWD, HER .....	50 MPH .....	40 MPH
MP 236.7 and MP 238.4, HER .....	20 MPH .....	20 MPH

#### Turnouts, Sidings, and Other Tracks -

Unless otherwise noted turnout speeds are same as siding speeds.

Through turnout at Spurling .....	35 MPH .....	35 MPH
Siding Rapids .....	25 MPH .....	25 MPH
Siding Columbus .....	25 MPH .....	25 MPH
Siding Craver .....	25 MPH .....	25 MPH
Siding Reed Point .....	25 MPH .....	25 MPH
Siding Quebec .....	25 MPH .....	25 MPH
Siding Greycliff .....	25 MPH .....	25 MPH
Siding Big Timber .....	25 MPH .....	25 MPH
Siding Carney .....	25 MPH .....	25 MPH
Siding Elton .....	25 MPH .....	25 MPH
Long Leads Livingston .....	25 MPH .....	25 MPH

Siding Muir .....	25 MPH .....	25 MPH
Siding West End .....	25 MPH .....	25 MPH
Siding Bozeman .....	30 MPH .....	25 MPH
Siding Belgrade .....	30 MPH .....	25 MPH
Switch to 5th Sub-Logan .....	12 MPH .....	12 MPH
Siding Clarkston .....	30 MPH .....	25 MPH
Siding Lombard .....	25 MPH .....	25 MPH
Siding Toston .....	30 MPH .....	30 MPH
Siding Townsend .....	25 MPH .....	25 MPH
Siding Winston .....	30 MPH .....	30 MPH
Siding Louisville .....	30 MPH .....	30 MPH
East Switch Louisville .....	10 MPH .....	10 MPH
East Long Lead Helena .....	20 MPH .....	20 MPH

**2. METHOD OF OPERATIONS -**

CTC in effect:  
MP 17.7 to 238.4

Yard limits in effect at:  
Livingston between MP 114.05 and MP 116.1  
Helena between MP 235.3 and MP 0.9

**3. BRIDGE, ENGINE, AND HEAVY CAR RESTRICTIONS -**

Locomotives in Groups G, H, and I are prohibited on the following tracks:

Livingston-  
Track 19 (old Sand Track)  
Teslow Spur  
Park Branch Spur starting 1200 feet south of Wye Tail Track Switch.

Bozeman-  
All tracks except main track, siding, and yard tracks 1 through 5.

Belgrade-  
Agri-Basic Track  
South Industry Track beyond the first paved street.

Manhattan-  
All tracks except the main track and siding.

Trident-  
Holcim Spur Track (Rip Rap Loading)

East Helena-  
Asarco

Helena-  
Rip 7 and 8  
Belly Track  
Slab Track  
Watkins Shephard Industry Track  
Northern Energy Industry Track

**4. DIMENSIONAL SHIPMENT RESTRICTION -**

**Bridge Locations:**

Bridge 60 .....	MP 60.7 .....	MP 60.8
Bridge 64 .....	MP 64.0 .....	MP 64.2
Bridge 73 .....	MP 73.4 .....	MP 73.5
Bridge 164 .....	MP 164.9 .....	MP 165.0

**5. RULE 6.19 -**

When flagging is required, distance is 1.5 miles except:

Westward trains:

- MP 128.0 to MP 138.0 ..... 2.2 miles
- MP 138.0 to MP 238.0 ..... 2.0 miles

Eastward trains:

- MP 235.3 (Helena east) to MP 133.5 ..... 2.0 miles
- MP 128.0 to MP 115.3 (Livingston) ..... 2.0 miles

**6. RESTRICTED CLEARANCES -**

Bozeman -

- B&G Grain, building overhang.
- Weissman, ladders on side of building.
- Steel Etc.

Trident -

- West end plant.

Townsend-

- House track at elevators

East Helena -

Overhead bridge at Cinder Track just east of American Smelting and Refining Company ore bins will not clear locomotives or cars of height greater than 9 ft. 6 in. from top of rail.

Helena -

- Watkins Shephard, building.
- Northern Energy, unloading rack.
- Montana Tunnels, engine will not clear tipple

**7. RULE 10.2 -**

The following main track switches are not equipped with electric locks:

- Stanley - MP 183.2

**8. MOUNTAIN GRADE OPERATION -**

Mountain grade operations apply between MP 117.2 and MP 134.4.

Ruling grade between Livingston and West End is 1.8%.

Ruling grade between Bozeman and West End is 1.9%.

That part of ABTH rule 101.29.4 pertaining to mountain grade operation does not apply.

**Trailing tonnage restrictions between Livingston and Bozeman, eastward and westward -**

Trains exceeding these tonnage limits must have helpers.

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all trains when ascending eastbound and westbound, provided trailing tonnage does not exceed 6200 tons, or 9500 tons on coal trains or other unit trains consisting entirely of grade "E" steel couplers.

**Manned Helper Operation -**

Instructions in addition to All Subdivisions Special Instructions Item 3.

**A. Between Bozeman and Muir Eastward -**

- a) When helpers of 8 to 18 powered axles are used at the rear of the train, a buffer of 900 tons must be provided to separate the helper from any 80 foot or longer car weighing less than 50 gross tons.
- b) Helpers of 19 to 24 powered axles may be operated on the rear of a train under the following guidelines:
  - 1) A buffer of 1100 tons must be provided to separate the helper from any 80 foot or longer car weighing less than 50 gross tons.

- 2) The 1st five cars and or platforms immediately ahead of helper must each weigh 50 gross tons or more or each platform must be loaded if a multi-platform, spine or double stack car. (This applies to the entire multi-platform car if any platform is within 5 cars of the helper).
- 3) A maximum of 700 amps of power must not be exceeded on rear end helpers shoving with 19 to 24 powered axles as displayed on the controlling helper locomotive gauges.
- c) A buffer of 1100 tons must be provided to separate the helper from any empty or loaded 80 feet or longer car coupled to a 45 feet or shorter car and from any multi-platform, spine or double stack car with either end platform empty or with 2 or more consecutive empty platforms.
- d) Trains exceeding 9000 gross tons must cut in helpers.
- e) When helper locomotives are cut into a train in accordance with All Subdivision Special Instructions, 80 feet and longer cars weighing less than 50 gross tons must be handled in the trailing 4300 tons of a train or such cuts.

**B. Between Livingston and West End Westward -**

- a) Helpers of 12 powered axles or less may be operated at rear of train, without any long car restrictions.
- b) Helpers of 13 to 18 powered axles may be operated at rear of train, if a buffer of at least 900 tons is provided to separate helper from any 80 feet or longer car weighing less than 50 gross tons.
- c) Coal, Grain, and other Unit Train Operation -  
Helpers of 30 powered axles may shove on the rear of Westward unit trains consisting entirely of loaded cars.

**9. HANDLING 80 FEET OR LONGER CARS -**

Instructions in addition to All Subdivision Special Instructions, Items 3 and 4.

**Between Bozeman and Muir Eastward -** Trains of greater than 4300 trailing tons must handle 80 feet and longer cars weighing less than 50 gross tons, in the rear 4300 tons. Trains of greater than 6500 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. These cars are listed in All Subdivision Special Instructions, Item 4.

**10. LIVINGSTON -**

A flop over derail is located on the east end of Church Track.

Trains over 100 TOB are not allowed on any tracks except Main, Long Leads, No. 1, 2, 6, and 10 Track at Livingston.

When necessary to switch over dual control switches at the east end of Livingston Yard, authority must be obtained from the train dispatcher, who will position and lock dual control switches, and display aspect per Rule 9.1.13 on signals involved. Switching operations can be carried on continuously while signals are displayed as per Rule 9.1.13. A member of the crew must promptly inform the train dispatcher when switching operations have been completed. When an aspect per Rule 9.1.14 is displayed, the track within the control point must be cleared immediately and the train dispatcher contacted for further instructions.

**11. WEST END AND MUIR -**

Wheel chocks are located on the back track chain post.

**12. BOZEMAN -**

When adding helpers to the rear of eastbound trains at East Bozeman, pull the entire train east of the crossing at MP 137.8.

**13. BELGRADE -**

MP 150.6 to MP 150.7, a red flag is displayed between rails on the last 90 feet of the north track at Louisiana Pacific industry track.

**14. MANHATTAN -**

Teslow Spur is out of service.

**15. LOGAN -**

All ballast empty cars are to be set out to No. 7 Track (the south track).  
 All other engines and/or cars are to be set out to No. 1 Track (first track south of siding).  
 Engines and/or cars must be set out on designated tracks and not left on yard leads.

Two-way derail located on the west end of No. 7 track.  
 Two-way derail located on the east end and the west end of propane loading facility.

**16. TRIDENT -**

Setouts at west Trident are to be made to the yard tracks, except Track No. 8 (North Yard Track).

**17. HELENA -**

Inbound and outbound trains or light engine consist must receive route instructions Helena Yard and permission from switch crews, if any, before occupying switching leads.

Trains arriving Helena handling dimensional shipments must notify yard office of the dimensional shipment prior to entering yard tracks.

Eastward trains departing on yard tracks must use east long lead, unless otherwise instructed.

**Remote Switches:**

At Helena the following switches are electric switch equipped with a local push button control or remote radio control from Channel 3.

West South 3 - remote access from locomotive:

Pound (#) 1-2 to line normal position (West Lead to West Lead)  
 Pound (#) 2-1 to line reverse position (West Lead to South 3)

East South 3 - remote access from locomotive:

Pound (#) 3-4 to line normal position (East Lead to East Lead)  
 Pound (#) 4-3 to line reverse position (East Lead to South 3)

All remote requests will receive a voice acknowledgement.

Trains arriving or departing on East or West long leads must communicate with Helena Yard and the switch crew, if any, prior to activating these switches to ensure no movements are on or near the switch when activated.

**18. FAILED EQUIPMENT DETECTORS AND WIDE LOAD DETECTORS -**

Protecting bridges, tunnels or other structures:

Craver .....	MP 46.6 .....	For Westward Trains
Reed Point .....	MP 54.8 .....	For Eastward Trains
Livingston East .....	MP 111.1 .....	For Westward Trains
West End .....	MP 131.1 .....	For Eastward Trains
Toston .....	MP 199.8 .....	For Westward Trains
Townsend .....	MP 210.9 .....	For Eastward Trians

Other track side failed equipment detector locations:

Rapids .....	MP 36.1
Quebec .....	MP 66.6
Carney .....	MP 86.8
Belgrade .....	MP 154.7
Trident .....	MP 174.5
Toston .....	MP 199.8
Winston .....	MP 221.1

**19. FRA EXCEPTED TRACK - IN EFFECT - GCOR 6.12 -**

**Bozeman** - the track commonly referred to as Uptown Track, Weissman Track, Dock Track, Mayflower Track and Malley Track has been identified as excepted track under FRA Track Safety Standards.

**Helena** - the track commonly referred to as Pacific Hide and Fur, SRS Track, Rip 7 and 8, Slab Track, Log Track (south of main track) and Chemical Track (south of main track) has been identified as excepted track under FRA Track Safety Standards.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	3rd Subdiv MAIN LINE STATIONS		Method of Operation	Distance from Helena	Dispatcher Call In
				Westward ↓	Eastward ↑			
	HELEMT	30	0.0		HELENA	BTYX(2)	0.0	51
	HELEMT		3.0		HELENA JCT.			3.0
	HELEMT		3.0	2MT	2.1	JT		
	TOBIMT		5.1		TOBIN		5.1	
	TOBIMT		5.1		7.8			
6,825	AUSTMT		12.9		AUSTIN		12.9	
	AUSTMT		12.9		5.7			
	SKYLMT		18.6		SKYLINE		18.6	
	SKYLMT		18.6		1.9			
7,650	BLOSSB		20.5		BLOSSBURG		20.5	53
	BLOSSB		20.5		8.4			
8,786	ELLIST		28.9		ELLISTON		28.9	
	ELLIST		28.9		8.8			
6,213	AVONMT		37.7		AVON		37.7	
	AVONMT		37.7		13.2			
9,401	GARRMT		50.9		GARRISON	J	50.9	51
	GARRMT		50.9		10.5	CTC		
10,355	JENS		61.4		JENS		61.4	
	JENS		61.4		9.3			
10,366	DRUMMT		70.7		DRUMMOND	T	70.7	52
	DRUMMT		70.7		9.4			
12,996	BEARMO		80.1		BEARMOUTH		80.1	
	BEARMO		80.1		8.6			
8,995	NIMROD	14	88.7		NIMROD		88.7	
	NIMROD		88.7		13.9			
10,996	CLINMT		102.6		CLINTON		102.6	53
	CLINMT		102.6		10.7			
14,455	BONNMT		113.2		BONNER		113.2	
	BONNMT		113.2		6.1			
	MISSOU		119.3	2MT	MISSOULA	BJTYX(2)	119.3	52
	MISSOU		119.3			ABS		

Radio Channels in service on this Subdivision:  
 No. 2, (AAR 56 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 No. 4, (AAR 18 TX and 56 RX) - In Mullian Tunnel.  
 Emergency call in code 911.

1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -

Zone-Between -	Up to 100 TOB	Over 100 TOB
<u>West Long Lead</u>		
MP 0.0 and MP 0.5 .....	10 MPH .....	10 MPH
MP 0.5 and MP 0.9 .....	25 MPH .....	25 MPH

<u>Single Main Track</u>	20 MPH	20 MPH
MP 0.0 and MP 0.5, HER	25 MPH	25 MPH
MP 0.5 and MP 0.9		
<u>Main 1</u>	25 MPH	25 MPH
MP 0.9 and MP 2.4	45 MPH	45 MPH
MP 2.4 and MP 5.1		
<u>Main 2</u>	25 MPH	25 MPH
MP 0.9 and MP 2.7	45 MPH	45 MPH
MP 2.7 and MP 5.1		
<u>Single Main Track</u>	45 MPH	45 MPH
MP 5.1 and MP 7.1	35 MPH	35 MPH
MP 7.1 and MP 10.3		
MP 10.3 and MP 20.4	25 MPH	25 MPH
Ascending WWD	25 MPH	20 MPH
Descending EWD		
MP 20.4 and MP 27.3	45 MPH	45 MPH
Ascending EWD	45 MPH	30 MPH
Descending WWD	55 MPH	45 MPH
MP 27.3 and MP 28.5	45 MPH	45 MPH
MP 36.5 and MP 41.4	35 MPH	35 MPH
MP 41.4 and MP 44.6	45 MPH	45 MPH
MP 44.6 and MP 46.6	45 MPH	45 MPH
MP 50.9 and MP 52.4	55 MPH	45 MPH
MP 52.4 and MP 54.6	55 MPH	45 MPH
Signal 67.3 WWD, HER	55 MPH	45 MPH
MP 74.0 and MP 79.3	45 MPH	45 MPH
MP 79.3 and MP 80.2	55 MPH	45 MPH
MP 80.2 and MP 84.8	50 MPH	45 MPH
MP 87.2 and MP 87.9	55 MPH	45 MPH
MP 87.9 and MP 89.6	55 MPH	45 MPH
MP 106.2 and MP 106.5	55 MPH	45 MPH
MP 113.9 and 114.2		
<u>Main 1</u>	30 MPH	30 MPH
MP 117.2 and MP 118.5	20 MPH	20 MPH
MP 118.5 and MP 118.8		
<u>Main 2</u>	40 MPH	40 MPH
MP 117.2 and MP 118.5	25 MPH	25 MPH
MP 118.5 and MP 118.8		
<u>Single Main</u>	25 MPH	25 MPH
MP 118.8 and MP 119.3		
<u>North Track</u>	20 MPH	20 MPH
MP 118.8 and MP 119.3		

**Turnouts, Sidings, and Other Tracks -****Unless otherwise noted turnout speeds are same as siding speeds.**

Helena West through west crossover	12 MPH	12 MPH
Helena West through east crossover	25 MPH	25 MPH
Through turnout at Tobin	35 MPH	35 MPH
Through turnout at West Austin	10 MPH	10 MPH
Siding Austin	25 MPH	25 MPH
Siding Blossburg	25 MPH	25 MPH
Siding Elliston	30 MPH	25 MPH
Siding Garrison	30 MPH	25 MPH
Tracks 1, 3 and dock Phosphate	5 MPH	5 MPH
Siding Jens	30 MPH	25 MPH
Siding Drummond	30 MPH	25 MPH
Siding Bearmouth	30 MPH	25 MPH
Siding Nimrod	30 MPH	25 MPH
Siding Clinton	30 MPH	25 MPH
Siding Bonner	30 MPH	25 MPH
Through turnout at East Missoula	30 MPH	30 MPH

**Between the hours of 0700 and 1630, Monday through Friday, within yard limits at Missoula, all movements must be at restricted speed.**



2. METHOD OF OPERATION -

CTC in effect:
MP 0.0 to 117.2
Two main tracks in effect between MP 0.9 and MP 5.1

ABS in effect:
MP 117.2 to MP 118.8 (Main 1 and Main 2)
Two main tracks in effect between MP 117.2 and MP 118.8.

Yard limits in effect at:
Helena between MP 235.3 and MP 0.9
Missoula between MP 117.2 and MP 122.8

There are no main tracks between BNSF Montana Division, Helena Subdivision MP 209.0 and begin CTC Main Track No.1.
GCOR Rule 6.28 applies within those limits. (Great Falls line)

3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -

Locomotives in Groups G, H and I are not permitted on the following tracks:

- Helena
- Rip 7 and 8
- Belly Track
- Slab Track
- Watkins Shepard Industry Track
- Northern Energy Industry Track
Fort Harrison
Phosphate - Dock Track
Bonner - Stimson Lumber

4. DIMENSIONAL SHIPMENT RESTRICTIONS -

Between Taylor St. and MP 118.9, wide loads must not meet wide loads. Crews must inform ATM when train includes wide loads.

Bridge and tunnel Locations:

Table with 3 columns: Location Name, Start Milepost (MP), End Milepost (MP). Rows include Mullan Tunnel, Bridge 37, Bridge 38, Bridge 41, Bridge 43, Bridge 51, Bridge 76, Bridge 87, Bridge 90, and Bridge 91.

5. RULE 6.19 -

When flagging is required, distance is 2.0 miles except:

Westward trains:

- MP 5.0 to MP 20.5 ..... 1.0 Miles
MP 20.5 to MP 32.0 ..... 2.5 Miles

Eastward trains:

- MP 27.0 to MP 20.5 ..... 1.5 Miles

6. RESTRICTED CLEARANCES -

Drummond: Eagle Lumber- no clearance at loading dock.
McQuarrie: Close clearance between pit and siding when filled with cars.

7. RULE 10.2 -

The following main track switches are not equipped with electric locks:

- Avon House Track - MP 37.8
Gold Creek Spur - MP 58.2
Bonita Spur - MP 95.4

## 8. MOUNTAIN GRADE OPERATION -

Mountain grade operations apply between Blossburg and Tobin.  
 Ruling grade between Blossburg and Tobin is 2.2%.  
 Ruling grade between Blossburg and Elliston is 1.4%.

### ETD/HTD Enroute Failure -

Refer to ABTH Rule 101.29.4 between Tobin and Blossburg.  
 Train shall not proceed until failure is corrected or an alternative method of compliance is secured.

### Trailing Tonnage Restrictions -

Trains exceeding these tonnage limits must have helpers.

#### A. Between Tobin and Blossburg - Westward

When all motive power is operated on the head end of a train, 36 powered axles are permitted, provided trailing tonnage does not exceed 5000 tons, or 8150 tons on coal trains or other unit trains consisting entirely of Grade "E" steel couplers.

#### B. Between Elliston and Blossburg - Eastward

When all motive power is operated on the head end of a train, 36 powered axles are permitted, providing trailing tonnage does not exceed 7500 tons, or 12000 tons on coal trains or other unit trains consisting entirely of Grade "E" steel couplers.

### Manned Helper Operation -

Instructions in addition to All Subdivision Special Instructions Item 3.

#### A. Between Tobin and Blossburg - Westward

- a) When helpers of 8 to 12 powered axles are operated on the rear of the train, a buffer of at least 1100 tons must be provided to separate the helper from any 80 feet or longer car weighing less than 50 gross tons.
- b) Helpers of 13 to 24 powered axles may be operated on the rear of a train under the following guidelines:
  - 1) A buffer of 1100 tons must be provided to separate the helper from any 80 feet or longer car weighing less than 50 gross tons.
  - 2) The first five cars and or platforms immediately ahead of helper must each weigh 50 gross tons or more and each platform must be loaded if a multi-platform, spine or double stack car. (This applies to the entire multi-platform car if any platform is within 5 cars of the helper).
  - 3) A maximum of 800 amps of power must not be exceeded on rear end helpers shoving with 13 to 18 powered axles and a maximum of 700 amps of power must not be exceeded on rear end helper shoving with 19 to 24 powered axles as displayed on the controlling helper locomotive gauges.
- c) A buffer of 1100 tons must be provided to separate the helper from any empty or loaded 80 feet or longer car coupled to a car 45 feet or shorter and from any multi-platform, spine or double stack car with either end platform empty or with 2 or more consecutive empty platforms.
- d) Trains exceeding 9000 gross tons must cut in helpers.  
**Exception:** Coal, Grain, and other Unit Train Operation -  
 One helper consist will cut into train from one-half to two-thirds deep, and the other consist will shove on the rear of the train. Helpers of 24 powered axles may shove on the rear of unit trains consisting entirely of loaded cars.

#### B. Between Elliston and Blossburg - Eastward

- a) Helpers of 12 powered axles or less may be operated at rear of train, without any long car restrictions.
- b) Helpers of 13 to 18 powered axles may be operated at rear of train, if a buffer of at least 900 tons is provided to separate helper from any car 80 feet or longer weighing less than 50 tons.
- c) Helpers of 19 to 24 powered axles may be operated on the rear of a train under the following guidelines:
  - 1) A buffer of 1100 tons must be provided to separate the helper from any 80 feet or longer car weighing less than 50 gross tons.
  - 2) The first five cars and or platforms immediately ahead of helper must each weigh 50 gross tons or more and each platform must be loaded if a multi-platform, spine or double stack car. (This applies to the entire multi-platform car if any platform is within 5 cars of the helper).
  - 3) A maximum of 700 amps of power must not be exceeded on rear end helper shoving with 19 to 24 powered axles as displayed on the controlling helper locomotive gauges.
- d) A buffer of 1100 tons must be provided to separate the helper from any empty or loaded 80 feet or longer car coupled to a car 45 feet or shorter and from any multi-platform, spine or double stack car with either end platform empty or with 2 or more consecutive empty platforms.

**9. HANDLING 80 FEET OR LONGER CARS -**

Instructions in addition to All Subdivision Special Instructions, Items 3 and 4:

**A. Between Tobin and Blossburg - Westward**

- a) Trains of greater than 2800 trailing tons must handle any cars 80 feet and longer weighing less than 50 gross tons in the rear 2800 tons.

When helper locomotives are cut into train in accordance with Item 3, All Subdivision Special Instructions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, any cars 80 feet and longer weighing less than 50 gross tons must be in the rear 2800 tons of such cuts.

- b) Trains of greater than 4300 trailing tons must handle any cars 80 feet and longer weighing 50 to 100 tons in the rear 4300 tons. 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are cut into train in accordance with Item 3, All Subdivision Special Instructions, and cuts exceed 4300 tons between lead locomotives and helper, or behind helper locomotives, any cars 80 feet and longer weighing 50 to 100 gross tons must be in the rear 4300 tons of such cuts.

- c) Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. These cars are listed in All Subdivision Special Instructions, Item 4.

**B. Between Elliston and Blossburg - Eastward**

- a) Trains of greater than 4300 trailing tons must handle any cars 80 feet and longer weighing less than 50 tons in the rear 4300 tons of the train or such cuts when using helpers.

**10. HELENA -**

Inbound and outbound trains or light engine consist must receive route instructions from Helena Yard and permission from switch crews, if any, before occupying switching leads.

Trains arriving Helena handling dimensional shipments must notify yard office of the dimensional shipment prior to entering yard tracks.

**Remote Switches:**

At Helena the following switches are electric switch equipped with a local push button control or remote radio control from Channel 3.

West South 3 - remote access from locomotive:

Pound (#) 1-2 to line normal position (West Lead to West Lead)

Pound (#) 2-1 to line reverse position (West Lead to South 3)

East South 3 - remote access from locomotive:

Pound (#) 3-4 to line normal position (East Lead to East Lead)

Pound (#) 4-3 to line reverse position (East Lead to South 3)

All remote requests will receive a voice acknowledgement.

Trains arriving or departing on East or West long leads must communicate with Helena Yard and the switch crew, if any, prior to activating these switches to ensure no movements are on or near the switch when activated.

On GN Transfer between Main 2 and old GN Main at Benton Avenue, engine must stop before occupying crossing, and movement must be protected by man on crossing.

When necessary to switch over dual control switches at Helena West, authority must be obtained from the train dispatcher, who will position and lock dual control switches, and display aspect per Rule 9.1.13 on signals involved. Switching operations can be carried on continuously while signals are displayed as per Rule 9.1.13.

A member of the crew must promptly inform the train dispatcher when switching operations have been completed.

When an aspect per Rule 9.1.14 is displayed, the track within the control point must be cleared immediately and the train dispatcher contacted for further instructions.

**11. HELENA JCT. -**

At Helena Jct., the east leg of wye belongs to MRL. The west leg of wye and the tail track belong to BNSF. These tracks between MP 209.0 and MP 210.9 (begin CTC Main Track No. 1) are designated as other than main track and governed by GCOR 6.28.

When locomotives or cars are set out, they must be set to the Pass Track just north of the Wye Switch adjacent to the Great Falls Main.

**12. MULLANTUNNEL -**

If a train is stopped or an emergency condition exists in the tunnel, fans may be activated as follows:

- Select the tunnel channel on your radio, AAR TX 18 RX 56, MRL channel 4
- Transmit the activate code, "FAN" or 326
- Upon receiving the proper code the remote control unit will respond with a tone and start the fan timer. The timer will run the fan for one hour and automatically shut off.

**Reverse Movements:**

If a westward train is stopped in the tunnel in emergency conditions, and communications fail, the train may make a reverse movement out of tunnel until the locomotives have cleared the east portal, passing all signals at not more than 10 MPH. The provisions of GCOR Rules 6.4 and 6.4.1 will not apply.

Train dispatcher will not reverse the dual control switch at Skyline, or allow any following movement out of Weed, until westward train has cleared Mullan Tunnel, unless absolutely necessary. If a following movement becomes necessary, all trains involved, and the train dispatcher, must have a clear understanding of movements to be made, before the movement is allowed.

Maintenance of Way forces using a Track Bulletin Form B must not foul the track between Weed and East Blossburg until they have ascertained that any westward trains have cleared Mullan Tunnel.

When helpers are cut in or on the rear of train, self contained breathing apparatus (SCBA) must be worn.

To operate the SCBA:

- Pull hood over head by stretching open the neck seal with both hands and sliding over head.
- Open tank valve, snap regulator into the hood and breath in sharply to start air flow.

Regulator (red knob) settings:

- Clockwise - air on demand breathing
- Counterclockwise - free flow air breathing

The large air tanks mounted on the electrical cabinet doors are for use inside the locomotive cab. The small air tanks are for use outside the locomotive cab.

Hard hats and respirators are stored for emergency use in two white boxes stenciled "safety equipment". One box is located at the west portal on the south wall, the other is located at the east portal on the north wall.

**13. BLOSSBURG AND ELLISTON -**

Wheel chocks located on outside wall of the section house.

**14. PHOSPHATE -**

No cars longer than 50 feet allowed on Dock Track.

**15. BONNER -**

The following will apply at Stimson Lumber:

- Stimson employees will remove any private locks associated with derail, and drop the blue flags.
- MRL employees will operate derails and restore to the derailing position. Stimson employees will then lock the derails and replace the blue flags.
- MRL crews must place the derail in the derailing position when log cars are spotted on the lumber side.
- All log cars spotted must be secured with handbrakes, and all log cars must be chocked against movement.

**16. MISSOULA -**

Inbound and outbound trains or light engine consist must receive route instructions from the ATM and permission from switch crews before occupying switching leads.

Westward trains arriving Missoula yard must not pass Taylor Street crossing until:

- 1) Instructions are received to yard the train on the North track;  
or
- 2) If RCZ is activated, the RCL crew gives permission for the train to occupy Middle One while yarding the train.

**Remote Control Zone (RCZ) Established:**

- Middle One switching lead - MP 119.1 to MP 120.0  
All entry signs into the RCZ will be numbered consecutively from east to west. Each sign will have a strobe light attached.  
Signs numbered 2, 5, and 6 will be illuminated only if the switch at that location is lined for access into the RCZ.

**17. FAILED EQUIPMENT DETECTORS -**

Protecting bridges, tunnels or other structures:

None

Other track side failed equipment detector locations:

Elliston - MP 33.0  
Jens - MP 64.6  
Nimrod - MP 94.3

**18. JOINT OPERATIONS -****Montana Rail Link/Montana Western Railway (MWRR) at Garrison -**

Montana Rail Link crews are authorized to operate on the MWRR main track at Garrison only within MWRR yard limits for the purpose of interchanging cars. MWRR yard limits extend less than one-half mile east of Garrison to MP 50.7, at which point a yard limit sign is posted. Rule books and hazardous material instructions currently in effect for MRL employees will govern when using this trackage and no MWRR timetable or initial station track warrant is required.

**Montana Rail Link/Burlington Northern Santa Fe (BNSF) at Helena Jct. -**

MRL crews are authorized to operate on BNSF tracks at Helena Jct. between MP 210.9 and MP 209.0 governed by GCOR 6.28. The wye tail switch may be left in the last position used.

**19. FRA EXCEPTED TRACK - IN EFFECT - GCOR 6.12 -**

**Helena** - the track commonly referred to as Pacific Hide and Fur, SRS Track, Rip 7 and Rip 8, Slab Track, Log Track (south of main track) and Chemical Track (south of main track) has been identified as excepted track under FRA Track Safety Standards.

**Blossburg** - the track commonly referred to as East and West Legs of the Wye, Storage Track (first track north of short siding) and Tail Track has been identified as excepted track under FRA Track Safety Standards.

**Avon** - the tracks north of the main track east of the public grade crossing at MP 37.7 has been identified as excepted track under FRA Track Safety Standards.

Length of siding in feet	Station abbreviations	Line segment	Mile Post Location	Westward ↓	4th Subdiv MAIN LINE STATIONS		Method of Operation	Distance from Missoula	Dispatcher Call In
					←	↑ Eastward			
	MISSOU	<b>15</b>	119.3	2MT	MISSOULA		ABS	0.0	51
	DESMET		125.9		6.6	BJTYX (2)			
					DESMET			6.6	
					9.7		JX		
11,661	FRENMT	<b>16</b>	136.6		FRENCHTOWN		CTC	16.3	
			14.2						
8,997	LOTHRO		150.8		LOTHROP			30.5	
					16.8				
8,360	RIVULE		167.6		RIVULET			47.3	
					8.5				
9,547	WESTFA		176.2		WESTFALL			55.8	
					7.4				
8,280	SUPEMT	<b>17</b>	183.6		SUPERIOR		TWC	63.2	52
			5.3						
4,109	SPRGUL		188.8		SPRING GULCH		ABS	68.5	
					8.4				
4,084	STREGI		197.2		ST. REGIS			76.9	51
					4.7				
8,175	TOOLE	<b>18</b>	201.9		TOOLE		CTC	81.6	
			12.3						
6,188	QUINNS		214.2		QUINNS		TWC	93.9	
					5.0		ABS		
12,307	PARAMT		219.2		PARADISE			98.9	53
			0.0		6.0		BJT		
11,360	PLAMT		6.0		PLAINS			104.9	
					14.5				
11,227	EDDYMT		20.6		EDDY			119.4	
					10.9				
11,430	THOFAL		31.5		THOMPSON FALLS			130.3	51
					14.9				
7,820	CHILDS	<b>17</b>	46.4		CHILDS		CTC	145.2	
			15.2						
8,990	TUSCMT		61.6		TUSCOR			160.4	52
					10.9				
10,820	NOXON		72.5		NOXON			171.3	
					7.6				
11,232	HERON	State Line	80.1		HERON			178.9	
					10.9				
12,256	COLBY	MP 85.2	91.1		COLBY			189.8	51
					12.2				
8,845	HOPEID	<b>18</b>	103.5		HOPE			202.0	
			13.4						
16,670	KOOTEN		116.9		KOOTENAI			215.4	
					1.8				
	SANMRL		118.7		SANDPOINT JCT.			217.2	
					END MRL		J		

Radio Channels in service on this Subdivision:  
 No. 2, (AAR 56 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 Emergency call in code 911.

1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -

Zone-Between -	Up to 100 TOB	Over 100 TOB
North Track		
MP 119.3 and MP 120.6 .....	20 MPH	20 MPH

Single Main Track

MP 119.3 and MP 121.6 .....	25 MPH .....	25 MPH
MP 121.6 and MP 122.8 .....	50 MPH .....	45 MPH

Main 1

MP 122.8 and MP 125.9 .....	35 MPH .....	35 MPH
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Main 2

MP 122.8 and MP 125.9 .....	50 MPH .....	45 MPH
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Single Main Track

MP 125.9 and MP 126.4 .....	50 MPH .....	45 MPH
MP 126.4 and MP 126.9 .....	40 MPH .....	40 MPH
MP 126.9 and MP 129.5 .....	45 MPH .....	45 MPH
MP 135.4 and MP 141.9 .....	50 MPH .....	45 MPH
MP 141.9 and MP 143.1 .....	40 MPH .....	40 MPH
MP 143.1 and MP 143.4 .....	30 MPH .....	30 MPH
MP 143.4 and MP 144.9 .....	35 MPH .....	35 MPH
MP 144.9 and MP 147.5 .....	40 MPH .....	40 MPH
MP 147.5 and MP 149.2 .....	35 MPH .....	35 MPH
MP 149.2 and MP 152.6 .....	45 MPH .....	45 MPH
MP 152.6 and MP 152.8 .....	25 MPH .....	25 MPH
MP 152.8 and MP 153.8 .....	35 MPH .....	35 MPH
MP 153.8 and MP 159.2 .....	40 MPH .....	40 MPH
MP 159.2 and MP 164.2 .....	45 MPH .....	45 MPH
MP 164.2 and MP 165.6 .....	35 MPH .....	35 MPH
MP 165.6 and MP 169.0 .....	30 MPH .....	30 MPH
MP 169.0 and MP 170.9 .....	25 MPH .....	25 MPH
MP 170.9 and MP 178.2 .....	35 MPH .....	35 MPH
MP 178.2 and MP 185.5 .....	40 MPH .....	40 MPH
MP 185.5 and MP 185.8 .....	25 MPH .....	25 MPH
MP 185.8 and MP 190.3 .....	35 MPH .....	35 MPH
Signal 190.0 EWD, HER .....	35 MPH .....	30 MPH
MP 190.3 and MP 194.9 .....	40 MPH .....	40 MPH
MP 194.9 and MP 195.5 .....	30 MPH .....	30 MPH
MP 195.5 and MP 196.6 .....	40 MPH .....	40 MPH
MP 196.6 and MP 202.6 .....	55 MPH .....	45 MPH
MP 210.7 and MP 215.0 .....	40 MPH .....	40 MPH
MP 215.0 and MP 215.7 .....	40 MPH .....	40 MPH
MP 215.7 and MP 218.5 .....	50 MPH .....	45 MPH
MP 218.5 and MP 219.2 .....	40 MPH .....	40 MPH
MP 219.2 and MP 2.8 .....	50 MPH .....	45 MPH
MP 2.8 and MP 5.9 .....	55 MPH .....	45 MPH
MP 5.9 and MP 6.4 .....	50 MPH .....	45 MPH
MP 9.4 and MP 11.1 .....	35 MPH .....	35 MPH
MP 13.5 and MP 13.8 .....	55 MPH .....	45 MPH
MP 17.0 and MP 18.8 .....	35 MPH .....	35 MPH
MP 23.3 and MP 26.4 .....	35 MPH .....	35 MPH
MP 31.0 and MP 31.9 .....	45 MPH .....	45 MPH
MP 35.8 and MP 40.2 .....	50 MPH .....	45 MPH
MP 40.2 and MP 41.2 .....	55 MPH .....	45 MPH
MP 41.2 and MP 44.6 .....	55 MPH .....	45 MPH
MP 76.7 and MP 77.8 .....	50 MPH .....	45 MPH
MP 77.8 and MP 78.7 .....	40 MPH .....	40 MPH
MP 78.7 and MP 79.3 .....	30 MPH .....	30 MPH
MP 84.9 and MP 87.5 .....	45 MPH .....	45 MPH
MP 87.5 and MP 88.8 .....	40 MPH .....	40 MPH
MP 88.8 and MP 89.8 .....	50 MPH .....	45 MPH
MP 96.9 and MP 97.8 .....	50 MPH .....	45 MPH
MP 97.8 and MP 98.7 .....	45 MPH .....	45 MPH
MP 102.5 and MP 106.1 .....	50 MPH .....	45 MPH
MP 110.1 and MP 110.6 .....	50 MPH .....	45 MPH
MP 110.6 and MP 113.2 .....	55 MPH .....	45 MPH
MP 113.2 and MP 114.5 .....	50 MPH .....	45 MPH
MP 117.7 and MP 118.7 .....	50 MPH .....	45 MPH

**Turnouts, Sidings, and Other Tracks -**

**Unless otherwise noted turnout speeds are same as siding speeds.**

Tracks West No. 5 and West No. 6		
West of MP 121.6 .....	25 MPH .....	25 MPH
Through turnouts at West Missoula .....	25 MPH .....	25 MPH
Through crossover at DeSmet .....	25 MPH .....	25 MPH
Siding Frenchtown .....	25 MPH .....	25 MPH
Siding Lothrop .....	30 MPH .....	25 MPH
Siding Rivulet .....	30 MPH .....	30 MPH
Siding Westfall .....	30 MPH .....	25 MPH
Siding Superior .....	30 MPH .....	25 MPH
Siding Toole .....	30 MPH .....	30 MPH
Through turnout at East Siding		
Switch Paradise .....	10 MPH .....	10 MPH
Siding Paradise .....	30 MPH .....	25 MPH
Siding Plains .....	25 MPH .....	25 MPH
Siding Eddy .....	25 MPH .....	25 MPH
Siding Thompson Falls .....	30 MPH .....	25 MPH
Siding Childs .....	30 MPH .....	25 MPH
Siding Tuscor .....	30 MPH .....	25 MPH
Siding Noxon .....	30 MPH .....	25 MPH
Siding Heron .....	30 MPH .....	25 MPH
Siding Colby .....	30 MPH .....	25 MPH
Siding Hope .....	25 MPH .....	25 MPH
Siding Kootenai .....	30 MPH .....	25 MPH

**Between the hours of 0700 and 1630, Monday through Friday, within yard limits at Missoula, all movements must be at restricted speed.**

**2. METHOD OF OPERATION -**

Single main track in effect between MP 118.8 and MP 122.8  
 Two Main tracks in effect between MP 122.8 and MP 125.9

CTC in effect:

No. 1 Main - MP 122.8 to MP 125.9

No. 2 Main - MP 122.6 to MP 125.9

Single Main Track MP 125.9 and MP 184.5 (CTC Superior)

MP 201.4 to MP 202.8 (CTC East siding switch Toole to CTC West siding switch Toole and Toole is a controlled siding.)

MP 0.0 (CTC Paradise) to MP 118.7

ABS in effect:

Single Main Track - MP 120.9 to MP 122.6

MP 184.5 (CTC Superior) to MP 201.4 (CTC East siding switch Toole)

MP 202.8 (CTC West siding switch Toole) to MP 219.0 (CTC Paradise)

TWC is in effect between:

MP 184.5 (CTC Superior) and MP 201.4 (CTC East siding switch Toole)

MP 202.8 (CTC West siding switch Toole) and MP 219.0 (CTC Paradise)

Yard limits in effect:

Missoula - between MP 117.2 and MP 122.8

MRL track warrant or general track bulletin received at Yardley applies on MRL 4th Subdivision between Sandpoint Jct. and Missoula.

**3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -**

Locomotives in Groups G, H and I are prohibited on the following tracks:

**Schilling:**

Stone Container tracks

Hog Fuel

All tracks beyond Mullan Road

**Cedars:**

DAW tracks at chip loading dock



**Thompson Falls:**

All tracks at Thompson River Spur

**Trout Creek:**

Vinson Timber chip track beyond loading dock

**Clark Fork:**

House track

**4. DIMENSIONAL SHIPMENT RESTRICTIONS -**

**Bridge and Tunnel Locations:**

Tunnel 9 .....	MP 212.7 .....	MP 213.0
Tunnel 10 .....	MP 215.1 .....	MP 215.3
Bridge 21 .....	MP 218.6 .....	MP 218.8
Cabinet Tunnel .....	MP 85.8 .....	MP 86.0
Bridge 3.2 .....	MP 3.9 .....	MP 4.8

**5. RULE 6.19 -**

When flagging is required, distance will be 2.0 miles.

**6. MISSOULA -**

Inbound and outbound trains or light engine consist must receive route instructions from the ATM and permission from switch crews before occupying switching leads.

**Remote Control Zone Established:**

- Middle one switching lead - MP 119.1 to MP 120.0  
 All entry signs into the RCZ will be numbered consecutively from east to west. Each sign will have a strobe light attached.  
 Signs numbered 2, 5, and 6 will be illuminated only if the switch at that location is lined for access into the RCZ.

**Conoco Fueling Facility:**

- Track capacity inside the gates at Conoco Fuel Facility is ten (10) cars. While spotting or pulling the fuel facility, or working inside the gates, no more than 10 cars may be handled ahead of an engine or remote caboose. Use extreme caution when spotting to capacity.
- Signs are located on the lead identifying 10 cars, 20 cars, and 30 cars from the end of the track to be used as reference points by the man on the point and the engineer. All rules governing movement into the plant remain in effect. The engineer must be notified of the number of cars being handled.
- All movements into the plant facility must be made using air with the air brakes cut in.  
 GCOR Rule 7.12 applies. Signs are located 150 feet from the end of the track. A complete stop must be made prior to passing these signs.
- Apply the hand brake on both the east and west car of the cut.
- Conoco will lock and unlock the derail. MRL is responsible for removing and replacing the derail.  
 Gates must be kept closed and locked.

**Louisiana Pacific:**

Louisiana Pacific uses a blue flag to indicate that cars are loading or unloading. The flag will be displayed on the dock side of the car closest to the entrance.

**Remote Switches:**

At Missoula the following switches are electric switch equipped with a local push button control or remote radio control from Channel 3:

- West Stock Yard Lead Switch - remote access from locomotive:
  - Pound (#) 1-2 to line normal position (No. 6 track to No. 6 track)
  - Pound (#) 2-1 to line reverse position (No. 6 track to Stock Yard Lead)

All remote requests will receive a voice acknowledgement.

Trains arriving or departing on No. 6 track must communicate with Missoula Yard prior to activating this switch to ensure no movements are on or near the switch when activated.

**7. DESMET -**

**T Bar S Enterprises:**

Blue flags will be used to indicate cars are loading or unloading. Flags will be displayed on the east and west ends of the cars.

**8. SCHILLING -**

Due to a line change, the distance from MP 130 to MP 132 is 1 mile. MP 131 does not exist.

**Smurfit-Stone Container:**

At the Schilling industrial track, to protect against Smurfit-Stone engine movements, MRL crews must:

- Switch to channel 1 on all radios when entering the industrial track and communicate directly with plant crews and inform them of your location. The radio on Smurfit-Stone's engine is only programmed with channel 1.
- If unable to communicate with the Smurfit-Stone crew, do not proceed beyond Mullan Road. If the first switch beyond the Mullan Road crossing is lined for straight track, locate the Smurfit-Stone crew. If the switch is lined away from the plant lead, the Smurfit-Stone crew is in the clear and it is permissible to proceed.
- In addition to all other procedures, the ATM will call the Smurfit-Stone shipping dock and advise of the departure of the MRL local.

**9. TRICONTIMBER -**

Proceed prepared to stop at both crossings inside the plant, watching for trucks, equipment and people. Whistle freely during switching. Watch for poor footing.

**10. BRIDGE 209 -**

Do not use dynamic braking over Bridge 209 and 1 mile in advance of Bridge 209.

**11. PARADISE -**

Track No. 4 is designated as the setout track for Paradise local cars. Set outs must shove clear of the long lead and into track No. 4.

Track No. 5 at Paradise has been designated the west pickup track. Bad orders must be set out to track No. 4.

**12. PIPELINE -**

Switch point derail located 650 feet east of private road crossing on YPL Lead.  
All crews must close and lock the gates at the Conoco facility when finished switching.

**13. THOMPSON FALLS -**

All eastbound trains stopping at Thompson Falls for more than 10 minutes between the hours of 1800 and 0600 must stop just to clear the west switch with the rear of their train.

**14. KOOTENAI -**

Occupied passenger cars are located on North Storage and South Storage tracks and must not be coupled into or moved without authority from the employee in charge.

**15. SANDPOINT JCT. -**

Switches at the West End of Kootenai siding and at Sandpoint Jct., are controlled by the BNSF Dispatcher.

BNSF Trackage - Crews operating on BNSF involved in any accident are to notify the MRL Train Dispatcher as well as BNSF dispatchers. If the crew is unable to notify MRL Train Dispatcher, ask BNSF dispatcher to relay the information to MRL.

Crews setting out cars between Sandpoint Jct. and Spokane notify MRL Train Dispatcher prior to tie up. Train Dispatcher forward information to Manager of Car Hire.

**16. FAILED EQUIPMENT DETECTORS AND WIDE LOAD DETECTORS -**

Protecting bridges, tunnels or other structures:

- Trout Creek ..... MP 53.0 ..... For Westward Trains
- Tuscor ..... MP 59.8 ..... For Eastward Trains

Other track side failed equipment detector locations:

Lothrop .....	MP 150.2
Rivulet .....	MP 172.0
St. Regis .....	MP 193.2
Paradise .....	MP 3.0
Woodlin .....	MP 28.5
Trout Creek .....	MP 54.0
Heron .....	MP 77.4
Kootenai .....	MP 111.8

**17. RULE 10.2 -**

The following main track switches are not equipped with electric locks:

Roscoe Steel .....	MP 124.4
Paradise House Track .....	MP 0.3
Plains Spur Track .....	MP 6.4

**18. BELL AND WHISTLE SIGNALS -**

When approaching crossing at grade, ringing bell and whistle signal is not required at the following locations:

Between Plains and Eddy .....	MP 19.4
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Length of siding in feet	Station abbreviations	Line segment	Mile Post location	5th Subdiv BRANCH LINE STATIONS		Method of Operation	Distance from Logan	Dispatcher Call In
				Westward ↓	Eastward ↑			
7,764	LOGAMT	52	0.3	LOGAN		CTC	0.0	
	THRFOR		6.8	6.5	J		6.5	36
3,533	WILCMT	60	12.7	THREE FORKS		TWC	12.4	
	SAPPIN		19.4	5.9			19.1	
3,562	SAPPIN		19.4	WILLOW CREEK				
	WHITMT		38.5	SAPPINGTON				
6,001	WHITMT		38.5	19.1	J		19.1	
2,837	PIPEMT		45.3	WHITEHALL			38.2	
	SPIROC		50.3	6.8	B J T		45.0	
			51.0	PIPESTONE			50.0	
				5.0			50.0	
				SPIRE ROCK			50.0	
				0.7				
				END MRL			50.7	

Radio Channels in service on this Subdivision.  
 No. 1, (AAR 15 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 Emergency Call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

CTC Logan and MP 51.0 .....	40 MPH
MP 21.0 and MP 25.2 .....	35 MPH
MP 25.2 and MP 25.4 .....	25 MPH
MP 25.4 and MP 31.4 .....	30 MPH
MP 37.5 and MP 38.9 .....	10 MPH
MP 38.9 and MP 45.3 .....	35 MPH
MP 45.3 and MP 46.7 .....	25 MPH
MP 46.7 and MP 51.0 .....	10 MPH
MP 46.7 and MP 42.3 Descending over 100 TOB .....	20 MPH

**2. METHOD OF OPERATION -**

TWC is in effect between CTC Logan and MP 51.0

**3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -**

Wrecking derricks and other types of heavy work equipment must not be operated on 5th subdivision unless authorized by Roadmaster.

BN 466000 - 468999, grain cars with 143 tons capacity, may not be operated on MRL 5th Subdivision when loaded to capacity. (If cars are loaded to capacity the wheel report will reflect in excess of 130 tons).

**4. RULE 6.19 -**

When flagging is required between CTC Logan and MP 51.0, distance is 2.0 miles.

**5. RESTRICTED CLEARANCES -**

Three Forks -  
Columbia Grain  
Luzenac America

Sappington -  
Luzenac America

Pipestone Quarry, MP 46.7 -  
Clearance does not allow person to ride on the north side of a car.

Car series ATSF 177863 through ATSF 177999 will not clear the loading conveyer. These cars are converted C-6 hoppers and are not to be taken to Pipestone for ballast loading.

**6. WHITEHALL -**

The west switch of the crossover at MP 38.5 is the west end of the siding.

Upon arrival and also prior to departing, all loaded or empty ballast trains must fax a train delay report to Customer Service which must include when and where cars were picked up or set out and the load/empty status.

**7. PIPESTONE -**

Personal protective equipment is located in the metal building at Pipestone and must be used while loading ballast.

Switch point derails are located on the main track at MP 46.3 and on the siding at MP 44.7.

If no cars are left west of MP 46.3 or on the Pipestone siding, derails are to be left lined in the non-derailing position. Trains must approach derails expecting them to be in the derailing position.

When shoving to Pipestone Pit for loading, inspect the area near the tipple to ensure ballast and/or chips are not above the rail which could result in a derailment.

If this condition does exist, do not spot cars. Notify the train dispatcher advising of late start of loading and Conda Mining personnel for corrective action.

**8. MOUNTAIN GRADE OPERATIONS -**

Mountain grade operations apply:  
Between Whitehall and Pipestone MP 42.3 and MP 51, ruling grade is 2.2%.

**ETD/HTD Enroute Failure -**  
Refer to ABTH Rule 101.29.4 between MP 42.3 and MP 51  
Train shall not proceed until failure is corrected or an alternative method of compliance is secured.

**9. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 control of Harmonic Rocking is in effect on this subdivision.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	6th Subdiv BRANCH LINE STATIONS			Method of Operation	Distance from Sappington	Dispatcher Call In
				Westward ↓	Eastward ↑				
3,562	SAPPIN		0.0	SAPPINGTON			Rule 6.28	0.0	36
690	HARRMT	<b>53</b>	9.69	HARRISON			BRT	9.69	
			9.84	END OF TRACK				9.84	

Radio Channels in service on this Subdivision:  
 No. 1, (AAR 15 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

Sappington and Harrison ..... 10 MPH

**2. METHOD OF OPERATION -**

GCOR 6.15 Block Register Territory is in effect on this subdivision between MP 0.3 and MP 9.84. There is no main track between MP 0.0 and MP 0.3. GCOR 6.28 applies.

**3. BRIDGE, ENGINE, AND HEAVY CAR RESTRICTIONS -**

Between MP 0.0 (Sappington) and MP 9.84 (Harrison):  
 Cars listed in All Subdivision Special Instructions, Item 4, category d, not permitted.  
 Locomotives in Groups G, H and I not permitted.

Wrecking derricks and other types of heavy work equipment must not be operated on 6th subdivision unless authorized by Roadmaster.

**4. RESTRICTED CLEARANCES -**

**Harrison** - close clearance on north side of track at elevator.

**5. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 Control of Harmonic Rocking is in effect on this subdivision.

**6. MOUNTAIN GRADE OPERATIONS -**

Mountain grade operations apply:  
 Between Sappington and Harrison MP 2.0 - MP 8.0, ruling grade is 2.2%.

**ETD/HTD Enroute Failure -**  
 Refer to ABTH Rule 101.29.4 between MP 2.0 and MP 8.0.  
 Train shall not proceed until failure is corrected or an alternative method of compliance is secured.

**7. RULE 6.19 -**

When flagging is required between Sappington and Harrison, distance is 1.5 miles.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	7th Subdiv BRANCH LINE STATIONS			Method of Operation	Distance from Whitehall	Dispatcher Call In
				Westward ↓		Eastward ↑			
6,001	WHITMT		0.0		WHITEHALL		Rule 6.28	0.0	36
	BRODSK		11.4		11.4	BJTX (2)			
					14.7				
1,131	TWIBRI	<b>54</b>	26.1		TWIN BRIDGES		BRT	26.14	
			35.3		9.2	SHERIDAN		35.3	
			45.5		10.2	ALDER		45.5	
			45.6		0.10	T			
					END OF TRACK			45.6	

**Radio Channels in service on this Subdivision:**  
**No. 1, (AAR 15 TX & RX) - Road Channel.**  
**No. 3, (AAR 19 TX & RX) - Switching Channel.**  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

Whitehall and Alder	
MP 0.0 and MP 2.1 .....	10 MPH
MP 2.1 and MP 22.0 .....	25 MPH
MP 22.0 and MP 23.5 .....	10 MPH
MP 23.5 and MP 25.0 .....	25 MPH
MP 25.0 and MP 45.6 .....	10 MPH

**2. METHOD OF OPERATION -**

GCOR 6.15 Block Register Territory is in effect on this subdivision between MP 2.0 and MP 45.6  
 There is no Main Track between MP 0.0 and MP 2.0. GCOR Rule 6.28 applies.

**3. BRIDGE, ENGINE, AND HEAVY CAR RESTRICTIONS -**

Between MP 26.7 (Twin Bridges) and MP 45.6 (Alder):  
 Cars listed in All Subdivision Special Instructions, Item 4, category c and d, not permitted.  
 Locomotives in Groups G, H and I not permitted.

Wrecking derricks and other types of heavy work equipment must not be operated on 7th subdivision unless authorized by Roadmaster.

**4. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 Control of Harmonic Rocking is in effect on this subdivision.

**5. TWIN BRIDGES -**

Main Track between Twin Bridges and Alder from MP 26.7 to end of track is out of service.  
 Derail on Main Track at MP 25.

**6. FRA EXCEPTED TRACK -**

The territory between MP 25 and Alder including Twin Bridges siding has been identified as excepted track under FRA Track Safety Standards.

**7. RULE 6.19 -**

When flagging is required between Whitehall and Alder, distance is 1.5 miles.



Length of siding in feet	Station abbreviations	Line segment	Mile Post location	9th Subdiv BRANCH LINE STATIONS		Method of Operation	Distance from Missoula	Dispatcher Call In
				Westward ↓	Eastward ↑			
	MISSOU	<b>56</b>	0.0	MISSOULA		Rule 6.28	0.0	51
				11.0		B J T X (2)		
	LOLO		11.0	LOLO			11.0	
				18.2				
2,098	STEVMT		29.2	STEVENSVILLE		TWC	29.2	
				6.4				
2,206	VICTMT		35.6	VICTOR			35.6	
			12.4					
388	HAMIMT	47.3	HAMILTON			48.0		
			16.9					
2,530	DARBY	64.2	DARBY			64.9		
			0.5		T			
		64.7	END OF TRACK			65.4		

Radio Channels in service on this Subdivision:  
 No. 2, (AAR 56 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

MP 0.0 and MP 4.5 .....	10 MPH
MP 4.5 (Missoula) and MP 64.7 (Darby) .....	25 MPH

**2. METHOD OF OPERATION -**

TWC is in effect between MP 4.5 and MP 64.7.  
 There is no main track between MP 0.0 and MP 4.5. GCOR Rule 6.28 applies.

**3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -**

Between MP 0.0 (Missoula) and MP 64.7 (Darby):  
 Cars listed in All Subdivision Special Instructions, Item 4, category d, not permitted.

Locomotives in Groups G, H and I not permitted over bridge 0.

Over bridges 0, 4, and 16, cars less than 40 feet long weighing between 88 tons and 110 tons, must be preceded and followed by a car weighing under 88 tons

Over Bridges 0.1 and 16, cars weighing between 110 tons and 131 tons, must be preceded and followed by a car weighing under 88 tons.

**Exceptions:** Ballast cars, MRL 110001-110047 and MRL 110085-110099 and air dump cars, MRL 100990-100996 are exempt from these restrictions. Trains handling this equipment do not exceed 10 MPH over bridge 16.

Wrecking derricks and other types of heavy work equipment must not be operated on 9th subdivision unless authorized by Roadmaster.

BN 4666000 - 468999, grain cars with 143 tons capacity, may not be operated on MRL 9th Subdivision when loaded to capacity. (If cars are loaded to capacity the wheel report will reflect in excess of 130 tons).

**4. RULE 6.19 -**

When flagging is required, distance is 1.5 miles.

**5. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 Control of Harmonic Rocking is in effect on this subdivision.

**6. BASS -**

Watch for close clearance account logs near or foul of track.

**7. HAMILTON -**

Due to a line change, distance from MP 46 to MP 47 is 9,582 ft.

**8. DARBY -**

Watch for tripping hazards near main track and siding due to log unloading debris.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	10th Subdiv MAIN LINE STATIONS		Method of Operation	Distance from DeSmet	Dispatcher Call In
				Westward ↓	↑ Eastward			
	DESMET		0.0		DESMET	CTC	0.0	
					10.6	J		
2,161	EVARO		10.6		EVARO		10.6	51
					10.5			
3,400	ARLEE	<b>57</b>	21.1		ARLEE		21.1	
					9.7	TWC		
	RAVALL		30.8		RAVALLI		30.8	
					7.0			
4,489	DIXOMT		37.8		DIXON		37.8	
					13.7	JT		
	PERMA		51.5		PERMA		51.5	52
		<b>58</b>			12.7			
12,307	PARAMT		64.2		PARADISE	B J T CTC	64.2	53

Radio channels in service on this Subdivision:  
 No. 2, (AAR 56 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

DeSmet and Paradise .....	49 MPH
MP 0.0 and MP 15.2 .....	25 MPH
MP 15.2 and MP 22.3 .....	35 MPH
MP 22.3 and MP 22.8 .....	25 MPH
MP 28.1 and MP 30.1 .....	40 MPH
MP 49.1 and MP 51.1 .....	35 MPH
MP 51.1 and MP 53.5 .....	40 MPH
MP 53.5 and MP 55.1 .....	35 MPH
MP 55.1 and MP 60.9 .....	40 MPH
MP 60.9 and MP 64.2 .....	35 MPH

**Turnouts, Sidings, and Other Tracks -**

Through turnout at DeSmet .....	25 MPH
250 ton wrecking cranes over bridge 55 on Flathead River (3.6 miles west of Perma) .....	20 MPH
Through turnout at Paradise MP 64.2 .....	10 MPH

**2. METHOD OF OPERATION -**

TWC is in effect between MP 0.0 (CTC DeSmet) and MP 64.2 (CTC Paradise)

**3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -**

None.

**4. DIMENSIONAL SHIPMENT RESTRICTIONS -****Bridge Locations:**

Bridge 31 .....	MP 31.0 .....	MP 31.2
Bridge 35 .....	MP 35.9 .....	MP 36.0
Bridge 36 .....	MP 36.9 .....	MP 37.0
Bridge 55 .....	MP 55.1 .....	MP 55.3

**5. RULE 6.19 -**

When flagging is required, distance is 2.0 miles.

**6. MOUNTAIN GRADE OPERATION -**

Mountain grade operations apply between MP 0.8 and MP 18.8.

Ruling grade between Desmet and Evaro is 2.2%.

Ruling grade between Arlee and Evaro is 2.2%.

**ETD/HTD Enroute Failure -**

Refer to ABTH Rule 101.29.4 between MP 0.8 and MP 18.8.

Train shall not proceed until failure is corrected or an alternative method of compliance is secured.

**Trailing tonnage restrictions -**

Trains exceeding these tonnage limits must have helpers.

**Between DeSmet and Evaro - Westward**

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all westward trains when trailing tonnage does not exceed 4500 tons.

**Between Arlee and Evaro - Eastward**

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all eastward trains when trailing tonnage does not exceed 5300 tons.

**Manned Helper Operation -**

Instructions in addition to All Subdivision Special Instructions, Item 3:

- a) When helpers exceeding 6 powered axles are used at the rear of the train, a buffer of at least 1100 tons must be provided to separate helper from any car 80 feet or longer weighing less than 50 gross tons.
- b) When helper locomotives are cut into train in accordance with Item 3, All Subdivision Special Instructions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, cars 80 feet and longer weighing less than 50 gross tons must be in the rear 2800 tons of such cuts. A buffer of at least 2300 tons must be provided to separate the lead locomotive from any car 80 feet and longer weighing less than 50 gross tons.
- c) Coal, Grain, and other Unit Train Operation -  
One helper consist will cut into train from one-half to two-thirds deep, and the other consist will shove on the rear of the train. Helpers of 24 powered axles may shove on the rear of unit trains consisting entirely of loaded cars.

**7. HANDLING 80 FEET OR LONGER CARS -**

See All Subdivision Special Instructions, Items 3 and 4.

**Between DeSmet and Arlee - Westward only -**

Trains of greater than 2800 trailing tons must handle cars 80 feet and longer weighing less than 50 gross tons, in the rear 2800 tons.

Trains of greater than 5000 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5000 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train. Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. These cars are listed in All Subdivision Special Instructions, Item 4.

**8. FAILED EQUIPMENT DETECTORS -**

Protecting bridges, tunnels or other structures:  
None.

Other track side warning detector locations:  
Dixon - MP 33.7.

**9. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 Control of Harmonic Rocking is in effect on this subdivision.

**10. EVARO -**

Siding must not be used by Key Trains.  
Spur off siding is for MW equipment only.

**11. ARLEE -**

Switch point derail is located 80 feet east of the west switch on the siding.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	11th Subdiv BRANCH LINE STATIONS		Method of Operation	Distance from Dixon	Dispatcher Call In
				Westward ↓	Eastward ↑			
4,489	DIXOMT	<b>59</b>	0.0	DIXON		Rule 6.28	0.0	52
					13.0	JT		
2,382	CHARMT		13.0	CHARLO			13.0	
					6.9			
1,875	RONAN		19.9	RONAN			19.9	
					5.1	TWC		
1,495	PABLO		25.0	PABLO			25.0	
					0.7			
990	DUNHAM		25.7	DUNHAM			25.7	
					7.5			
	POLSON	33.2	POLSON			33.2		
				0.2	T			
		33.4	END OF TRACK			33.4		

Radio Channels in service on this Subdivision:  
 No. 2, (AAR 56 TX & RX) - Road Channel  
 No. 3, (AAR 19 TX & RX) - Switching Channel  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

Dixon and Polson..... 25 MPH  
 HER over South Bayshore Dr,  
 Hillcrest, 7th Ave and 7th St. East ..... 10 MPH

**2. METHOD OF OPERATION -**

TWC is in effect from MP 1.0 to MP 33.4.  
 There is no main track at Dixon between MP 0.0 and MP 1.0. GCOR Rule 6.28 applies.

**3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -**

Between MP 0.0 (Dixon) and MP 33.4 (Polson):  
 Cars listed in All Subdivision Special Instructions, Item 4, category d, not permitted.

Wrecking derricks and other types of heavy work equipment must not be operated on 11th subdivision unless authorized by Roadmaster.

BN 466000 - 468999, grain cars with 143 tons capacity, may not be operated on MRL 11th subdivision when loaded to capacity. (If cars are loaded to capacity the wheel report will reflect in excess of 130 tons).

**4. RULE 6.19 -**

**When flagging is required, distance will be:**

Westward trains:

MP 1.0 and MP 30.0 ..... 1.0 miles

MP 30.0 and MP 33.4 ..... 2.0 miles

Eastward trains:

MP 33.4 and MP 30.0 ..... 0.5 miles

MP 30.0 and MP 1.0 ..... 1.0 miles

**5. MOUNTAIN GRADE OPERATION -**

Air Brake and Train Handling Rules for mountain grade operations apply on mountain grade between MP 29.8 and MP 32.8. Ruling grade is 2.0%.

**ETD/HTD Enroute Failure -**

Refer to and comply with ABTH Rule 101.29.4 between MP 29.8 and MP 32.8.

Train shall not proceed until failure is corrected or an alternative method of compliance is secured.

**6. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 Control of Harmonic Rocking is in effect on this subdivision.

**7. DIXON -**

Normal position for the Tail Track Switch on the Wye at Dixon is for the East Leg of Wye.

**8. RONAN -**

Derailed located on the siding at MP 19.9.

East 1,075 feet of siding is out of service.

Length of siding in feet	Station abbreviations	Line segment	Mile Post location	13th Subdiv BRANCH LINE STATIONS			Method of Operation	Distance from East Helena	Dispatcher Call In
				Westward ↓	↑ Eastward				
	EHELEN		0.0	EAST HELENA			Rule 6.28	0.0	32
				4.28			J		
1,340	MONCMT	<b>13</b>	4.28	MONTANA CITY			BRT	4.28	
				0.58					
			4.86	END OF TRACK				4.86	

**Radio Channels in service on this Subdivision:**  
 No. 1, (AAR 15 TX & RX) - Road Channel.  
 No. 3, (AAR 19 TX & RX) - Switching Channel.  
 Emergency call in code 911.

**1. SPEED RESTRICTIONS - MAXIMUM SPEEDS PERMITTED -**

**Zone-Between -**

MP 1.0 (East Helena) to MP 4.8 (Montana City) ..... 25 MPH

**2. METHOD OF OPERATION -**

GCOR 6.15 Block Register Territory is in effect on this subdivision between MP 1.0 and MP 4.8  
 There is no Main Track between MP 0.0 and MP 1.0. GCOR Rule 6.28 applies.

**3. BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS -**

Wrecking derricks and other types of heavy work equipment must not be operated on 13th subdivision unless authorized by Roadmaster.

**4. CONTROL OF HARMONIC ROCKING -**

All Subdivision Special Instructions, Item 1 Control of Harmonic Rocking is in effect on this subdivision.

**5. RULE 6.19 -**

When flagging is required, between East Helena and Montana City, distance is 1.5 miles.



**INDUSTRIAL TRACKS AND OTHER  
TRACKS NOT SHOWN AS STATIONS  
IN TIMETABLE**

Station Abbreviation	Name	Mile Post Location	Length	Switch Opens	Station Abbreviation	Name	Mile Post Location	Length	Switch Opens
<b>1st Subdivision</b>					<b>4th Subdivision</b>				
HUNTLE	Coors - Spur	211.54	1110'	West	RAINGL	Rainglow - Spur	123.78	Lead	West
LOCKMT	Lockwood	219.2	14,758'	Both	ROSSTE	Roscoe Steel - Spur	124.42	1082'	East
EBILMR	Airco - Spur	221.57	1105'	East	SCHILL	Schilling	132.2	5005'	Both
EBILMR	Exxon Yard	222.63	Yard	West	SCHILL	Stone Container - Spur	132.12	Lead	West
EBILMR	Dyce Chemical - Spur	222.69	765'	East	NINMIL	Nine Mile - Spur	145.82	475'	East
BRISPU	Brick Yard - Spur	222.73	279'	East	CYR	Cyr Siding	161.3	4834'	East
BILLMT	Billings Depot Track	225.5	1700'	Both	CEDAR	Cedars - Spur	179.62	Lead	West
YEGEN	Elk River Concrete - Spur	7.01	510'	West	TRITIM	Tricon Timber - Spur	198.47	1934'	East
YEGEN	Yegen	7.8	4517'	Both	TOOLE	Toole - Spur	201.5	400'	East
<b>2nd Subdivision</b>					<b>5th Subdivision</b>				
PARCIT	Park City - Spur	22.43	650'	East	WEEKSV	Weeksville - Spur	13.46	1365'	West
COLUMT	Columbus -Aux.	39.9	6124'	Both	EDDYMT	Eddy - Spur	20.6	400'	East
BIGTIM	Big Timber -Aux.	80.8	5209'	Both	THORIV	Thompson Rvr Lmbr - Spur	27.71	Lead	West
DOWNER	Northern Energy - Spur	112.15	839'	East	WOODLI	Woodlin - South Side	28.03	3778'	Both
DOWNER	Burkland Lbr. Co. - Spur	112.61	640'	East	PIPELI	Pipeline Spur	29.35	952'/842'	West
MUIRMT	Muir-North Side Runaround	127.1	1431'	Both	TROCRE	Trout Creek	54.0	4560'	Both
WEND	West End-North Side Runaround	129.1	1846'	Both	CLAFOR	Clark Fork	93.83	1992'	Both
TRIDEN	Trident	170.5	4943'	Both	<b>9th Subdivision</b>				
STANMT	Stanley - Spur	183.15	385'	East	BRODSK	Waterloo - Spur	11.42	640'	East
TOWNMT	Continental Lime - Spur	206.46	Lead	East	<b>10th Subdivision</b>				
<b>3rd Subdivision</b>					<b>11th Subdivision</b>				
FTHARR	Fort Harrison -Spur	4.24	Lead	East	BASS	Bass - Spur	25.54	365'	East
AUSTMT	Austin - Spur	12.9	430'	West	DARBY	Darby Lumber, Lead/wye	63.28	Lead	Both
SKYLMT	Skyline - Spur	18.58	1530'	West	<b>10th Subdivision</b>				
BLOSSB	Blossburg - Siding/Wye, North Side	20.9	3225'	Both	DESMET	DeSmet - Runaround			
PHOSPH	Phosphate Spur	54.97	Lead	West		Siding, North Side	0.2	1168'	Both
PHOSPH	Phosphate	54.8	14660'	Both	RAVALL	Ravalli - Spur	30.24	2835'	East
GOLCRE	Gold Creek - Spur	58.23	1015'	East	PERMA	Perma - Spur	51.68	1200'	West
DRUMMT	Drummond				<b>11th Subdivision</b>				
	House, North Side	70.6	2980'	Both	AGENCY	Agency - Spur	1.59	662'	West
BEARMO	Bearmouth - Spur	81.0	5200'	East	SALIMT	Salish - Spur	27.61	930'	West
BONITA	Bonita - Spur	95.41	430'	East					
CLNMT	Clinton Spur	103.1	600'	West					
MCQSPU	McQuarrie	106.4	7839'	Both					
BONNMT	Bonner - South Side	112.7	3254'	Both					
BONNMT	Stimson Lumber Co. Spur	113.68	Lead	West					

**YARD LINE SEGMENTS**

Line Segment	Limits
91	Laurel
92	Helena
93	Missoula
94	Livingston

**PERFORM SWITCHING IN A MANNER WHICH WILL AVOID DAMAGE TO CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed	
MPH	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed	
MPH	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**LOCOMOTIVE GROUP CHART**

This chart must be used when restrictions are shown in Individual Subdivision Special Instructions.

Group	Model	Group	Model	Group	Model
A	SW-1	E	SW-15	F	None
B	GP9B		GP-30	G	SD-9
	GP-5		GP-35	H	E-9
	GP-18		GP-38	I	C-30-7
					C-30-8
					C-30-9
C	SW-9		GP-38-2		U-30-C
	SW-10		GP-38-B		SD-19-1
	SW-12		GP-40		SD-35
D	NW-12		GP-40-2		SD-40
	MP-15		GP-50		SD-40-2
	GP-15-1		B-30-7A		SD-45
	GP-10		U-30-B		SD-60
	GP-9		B-30-7		SD-60M
	GP-19		B-30-8		SD-70
	GP-20		F-40 PH		SD-80
					SD-90
					Dash 944 CW

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	00	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	00	60.0	2	50	21.2
1	1	59.0	3	00	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	00	15.0
1	7	53.7	5	00	12.0
1	8	52.9	6	00	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	00	6.0

**PHONE NUMBERS**

**Company Bell**

**BILLINGS**

Yard Clerk 8-256-4270 (406) 256-4270  
 Section Foreman 8-256-4273 (406) 256-4273

**LAUREL**

Superintendent 8-628-3256 (406) 628-3256  
 Terminal Superintendent 8-628-3245 (406) 628-3245  
 Roadforeman 8-628-3231 (406) 628-3231  
 Trainmaster 8-628-3255 (406) 628-3255  
 Asst. Trainmaster 8-628-3272 (406) 628-3272  
 Yard Clerk 8-628-3218 (406) 628-3218  
 Supt. of Car Operations 8-628-3215 (406) 628-3215  
 Roundhouse 8-628-3211 (406) 628-3211  
 CarShop 8-628-3202 (406) 628-3202  
 Roadmaster 8-628-3235 (406) 628-3235

**LIVINGSTON**

Roundhouse 8-222-4310 (406) 222-4310  
 Clerk 8-222-4300 (406) 222-4300

**HELENA**

Trainmaster 8-447-2357 (406) 447-2357  
 Roadforeman 8-447-2354 (406) 447-2354  
 Asst. Trainmaster 8-447-2355 (406) 447-2355  
 Yard Clerks 8-447-2318 (406) 447-2318  
 Roundhouse 8-447-2310 (406) 447-2310  
 Mechanical Foreman 8-447-2311 (406) 447-2311  
 Roadmaster 8-447-2335 (406) 447-2335

**MISSOULA**

Dir. of Transportation 8-523-1424 (406) 523-1424  
 Asst. Chief Dispatcher 8-523-1463 (406) 523-1463  
 Train Dispatcher Dist. 1 8-523-1564 (406) 523-1564  
 Train Dispatcher Dist. 2 8-523-1562 (406) 523-1562  
 Train Dispatcher Dist. 3  
     E. Missoula to Helena W. 8-523-1563 (406) 523-1563  
     Laurel to E. Huntley  
     and the 5th Subdiv. 8-523-1561 (406) 523-1561  
 Trainmaster 8-523-1531 (406) 523-1531  
 Roadforeman 8-523-1531 (406) 523-1531  
 Asst. Trainmaster 8-523-1530 (406) 523-1530  
 Yard Clerks 8-523-1528 (406) 523-1528  
 Roundhouse 8-523-1533 (406) 523-1533  
 Car Shop 8-523-1451 (406) 523-1451  
 Chief Engineer 8-523-1403 (406) 523-1403  
 Asst. Chief Engineer 8-523-1442 (406) 523-1442  
 General Roadmaster 8-523-1506 (406) 523-1506  
 Roadmaster 8-523-1526 (406) 523-1526  
 Chief of Security 8-523-1575 (406) 523-1575  
 Training, Rules, Safety 8-523-1599 (406) 523-1599

**SUPERIOR**

Roadmaster (406) 822-3120

**TIME SIGNAL**

8-998-8463 (8-WWV-TIME)

**CROSSING MALFUNCTION/  
 DISASTER OR EMERGENCY**

Assistant Chief Dispatcher 1-800-498-8982



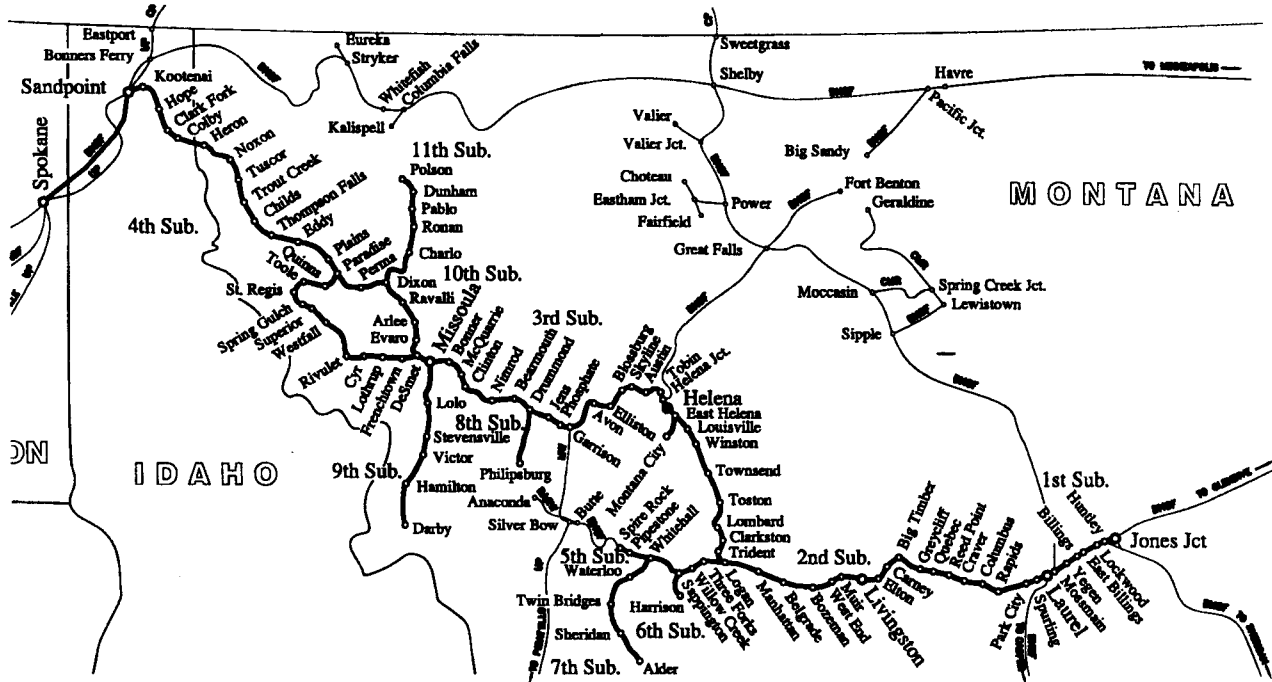
*Grab the Initiative!*



*Delta  
 Leadership Training Program*

*It Starts with Me ...*

### Index to Subdivisions & Milepost Locations



Subdivision	Stations & Mileposts	Miles
1	Huntley (MP 209.91) to Billings (MP 225.84) Billings (MP 0.0) to Spurling (MP 17.75)	33.67
2	Spurling (MP 17.75) to Helena (MP 238.43)	220.34
3	Helena (MP 0.0) to Missoula (MP 119.31)	119.27
4	Missoula (MP 119.31) to Paradise (MP 219.23) Paradise (MP 0.0) to Sandpoint Jct. (MP 118.71)	217.20
5	Logan (MP 0.27) to Spire Rock (MP 51.0)	50.68
6	Sappington (MP 0.0) to Harrison (MP 9.84)	9.84
7	Whitehall (MP 0.0) to Alder (MP 45.59)	45.59
9	Missoula (MP 0.0) to Darby (MP 64.66)	65.43
10	DeSmet (MP 0.0) to Paradise (MP 64.11)	64.03
11	Dixon (MP 0.0) to Polson (MP 33.40)	33.40
13	E. Helena (MP 0.0) to Montana City (MP 4.86)	4.86
BN	Trackage Rights/BNSF Sandpoint Junction (MP 2.0) to Spokane/Yardley (MP 68.1)	63.1